

**ADMINISTRATIVE DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Pechanga Parkway Widening

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1.0 INTRODUCTION

Following preliminary review of the proposed Pechanga Parkway Widening Project (proposed project), the City of Temecula (City) has determined that the project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study has been prepared to address potential impacts associated with the project, as described below. This Initial Study addresses the potential direct, indirect, and cumulative environmental effects associated with implementation of the proposed project.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Sections 21000–21177) and pursuant to Section 15063 of the California Code of Regulations (CCR) and the City’s Local CEQA Guidelines, the City, acting in the capacity of lead agency, is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If the City finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in this Initial Study, may cause a significant effect on the environment, the City shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration or Mitigated Negative Declaration for the project. Such a determination may be made only if “there is no substantial evidence in light of the whole record before the lead agency” that such impacts may occur (Public Resources Code Section 21080(c)).

This document has been prepared to provide an environmental basis for subsequent discretionary actions for the project, to inform the City prior to taking action on the project, and to provide responsible agencies, trustee agencies, other affected agencies, and the general public with information regarding the project and its potential environmental effects. As discussed further in [Section 3.1](#), the discretionary actions anticipated to be required for the proposed project by the City are the adoption of a Mitigated Negative Declaration and approval of an Encroachment Permit, City of Temecula General Plan Circulation Element Amendment, Stormwater Pollution Prevention Plan, and Traffic Control Plan. It is also anticipated that the project will require approval of utility service connections.

The following environmental documentation and supporting analysis is subject to a 30-day public review period. During this review, comments on the document relative to environmental issues should be addressed to the City of Temecula. Following review of comments received, the City will consider the comments as part of the project’s environmental review process.

1.2 PURPOSE

The purpose of the Initial Study/Mitigated Negative Declaration (IS/MND) is to (1) identify potential environmental impacts; (2) provide the lead agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration (including a Mitigated Negative Declaration); (3) enable an applicant or the lead agency to modify a project, mitigating adverse impacts before an EIR is prepared; (4) facilitate environmental assessment early in the design of the project; (5) provide documentation of the factual basis for the finding in a Negative Declaration that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for the project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the



effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant. As discussed further below, the City has determined that the project will not result in significant environmental impacts with the incorporated mitigation and has circulated this draft IS/MND for public review and comment.

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of the environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as the lead agency has determined that an Initial Study would be required for the project, the lead agency is directed to consult informally with responsible agencies and trustee agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the lead agency would consider any recommendations of those agencies in the formulation of the preliminary findings. Following preparation of this Initial Study, the City of Temecula will initiate formal consultation with these and other governmental agencies, as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

Pertinent documents relating to this IS/MND have been cited and incorporated, in accordance with Sections 15148 and 15150 of the CEQA Guidelines. The following references were utilized during preparation of this Initial Study and are available for review on the City and County of Riverside websites:

- City of Temecula General Plan, 2005
- City of Temecula General Plan Final Environmental Impact Report, 2005
- City of Temecula Development Code
- Western Riverside County Multiple Species Habitat Conservation Plan

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The proposed Pechanga Parkway Widening Project (proposed project) is located in the City of Temecula within southwestern Riverside County, California; refer to [Exhibit 1, Regional Location Map](#). More specifically, the project is located along, and adjacent to, the existing Pechanga Parkway alignment from Via Gilberto to North Casino Drive; refer to [Exhibit 2, Local Vicinity Map](#).



The project site, which includes an approximately 3,500-foot segment of the existing roadway, consists of improved road right-of-way (ROW), as well as pedestrian facilities and an existing flood control channel. There are a number of overhead and underground utilities, which serve the surrounding area, that are located within the existing road ROW. These utilities include a fiber optics cable, electrical, gas, storm drain, sewer, recycled and domestic water. A number of the existing aboveground utility appurtenances (street lighting and signals) will need to be relocated during the project construction process. Additionally, the flood control facilities that run parallel to Pechanga Parkway will require modification to accommodate the widened roadway.

According to the City of Temecula General Plan, the parcels adjacent to the project site include Low Medium Density Residential (LM) and Specific Plan (SP) to the north, Tribal Trust Lands (TTL) and SP to the south, LM and TTL to the west, and SP to the east. According to the City of Temecula General Plan Land Use Map, the parcels adjacent to the project site are designated as LM to the north, LM and TTL to the south, LM and TTL to the west, and LM, Medium Density Residential (M), Neighborhood Commercial (NC), and Community Commercial (CC) to the east.

2.2 BACKGROUND

Incorporated in 1989, the City of Temecula ("City") is located in southwestern Riverside County and is one of the fastest growing cities in California. Currently, the City is home to over 106,000 residents and spans over 37.18 square miles. According to the City of Temecula General Plan, the City was planned in a manner that would preserve and enhance high quality living while preserving the topography of the surrounding area. Temecula is known as the heart of Southern California wine country due to the expansive viticulture-related land uses in the eastern regions of the City.

Pechanga Parkway functions as a primary north-south arterial for the southern portion of the City of Temecula circulation network. In response to high traffic volumes, the proposed project would continue the 2009 Pechanga Parkway Phase II Improvements that widened Pechanga Parkway to a six-lane facility from State Route 79 South (Temecula Parkway) to Via Gilberto and a four-lane facility from Via Gilberto to Wolf Valley Road.

2.3 PROJECT OBJECTIVES

The objective of the proposed project is to widen Pechanga Parkway from a four lane (110 feet width) facility to six lanes (134 feet width) generally between Via Gilberto and North Casino Drive in order to accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, improve safety on roadways, and provide better access to regional transportation routes. Due to the expansion of the Pechanga Resort & Casino and continued residential and commercial development along Pechanga Parkway, additional roadway capacity to meet existing and future needs was identified.

2.4 PROJECT CHARACTERISTICS

The project proposes the widening of Pechanga Parkway from a four lane (110 feet width) facility to six lanes (134 feet width). The roadway widening would occur along a segment of the existing roadway, spanning approximately 3,500 feet. The improvements would extend from approximately 320 feet north of Via Gilberto to approximately 320 feet south of North Casino Drive; refer to Exhibit 2, Local Vicinity Map, and Exhibits 3a – 3d, Site Plan.



As the roadway exists, it includes four travel lanes in each direction, a landscaped center median, and left-hand turn lanes for access to Via Eduardo/Wolf Valley Road, Casino Drive, and Pechanga Resort Drive. The existing roadway also included sidewalk throughout the project area, as well as bike lanes in both directions, with the exception of on the southbound roadway along the frontage of the Pechanga Resort & Casino. The proposed widening would include the following modifications to the roadway:

- Construction to accommodate the addition of new travel lanes;
- Construction of two (2) additional travel lanes;
- Addition of new center median curb and landscaping;
- Installation of a fiber optics cable;
- Re-location of streetlights and traffic signals.

The proposed roadway widening would expand the Pechanga Parkway Phase II improvements that occurred in 2009 which widened Pechanga Parkway to a six-lane facility from State Route 79 South (Temecula Parkway) to Via Gilberto and a four-lane facility from Via Gilberto to Wolf Valley Road. The roadway widening is aimed at expanding the existing improvements to alleviate traffic along Pechanga Parkway and further the long-term transportation needs identified by the City of Temecula General Plan. Besides the widening of Pechanga Parkway from four lanes to six lanes, the project also includes curb, gutter, sound wall, sidewalk, landscaping, irrigation, and storm drain improvements.

Project construction would occur over six months beginning in spring 2017. Construction activities include site mobilization; demolition; minor grading; installation of asphalt and concrete; relocation of utilities; and traffic striping.

2.5 AGREEMENTS, PERMITS, AND APPROVALS

The following permits are anticipated for the proposed project:

Table 2.5-1: Required Permit Approvals

Agreements, Permits, and Approvals	Granting Agency
IS/MND Approval	City of Temecula
Encroachment Permit	City of Temecula
City of Temecula General Plan Circulation Element Amendment	City of Temecula
Traffic Control Plan	City of Temecula
Stormwater Pollution Prevent Plan	City of Temecula
General Construction Storm Water Permit	San Diego Regional Water Quality Control Board



2.6 INITIAL STUDY CHECKLIST

2.6.1 BACKGROUND

1.	Project Title: Pechanga Parkway Widening Project
2.	Lead Agency Name and Address: City of Temecula 41000 Main Street Temecula, CA 92590
3.	Contact Person and Phone Number: Stuart Fisk, Principal Planner (951) 506-5159
4.	Project Location: The proposed project is generally located in Temecula and involves segments of Pechanga Parkway from approximately 320 feet north of Via Gilberto to approximately 320 feet south of North Casino Drive.
5.	Lead Agency's Name and Address: City of Temecula 41000 Main Street Temecula, CA 92590
6.	General Plan Designation: The project would be located in the road right-of-way. The General Plan Land Use Designations adjacent to the project site include Low Medium Density Residential (LM) to the north, LM and Tribal Trust Lands (TTL) to the south, LM and TTL to the west, and LM, Medium Density Residential (M, Neighborhood Commercial (NC), and Community Commercial (CC) to the east.
7.	Zoning: The project would be located within the road right-of-way. The zoning adjacent to the project site includes LM and Specific Plan (SP) to the north, TTL and SP to the south, LM and TTL to the west, and SP to the east.
8.	Description of the Project: The project addressed in this IS/MND consists of all actions related to the widening of Pechanga Parkway from four to six lanes generally between Via Gilberto and North Casino Drive.
9.	Surrounding Land Uses and Setting: The lands surrounding the project site have the following uses: <i>North:</i> LM <i>South:</i> LM and TTL <i>East:</i> LM, M, NC, and CC <i>West:</i> LM and TTL
10.	Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement). San Diego Regional Water Quality Control Board (General Construction Permit)



2.6.2 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the State CEQA Guidelines, Appendix G, and is used by the City in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to fully analyze the project's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated with appropriate answers provided according to the analysis undertaken as part of the Initial Study. The analysis considers the project's long-term, direct, indirect, and cumulative impacts. To each question, there are four possible responses:

- **No Impact.** The project will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The project will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less Than Significant with Mitigation Incorporated.** The project will have the potential to generate impacts that may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The project will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels. Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.



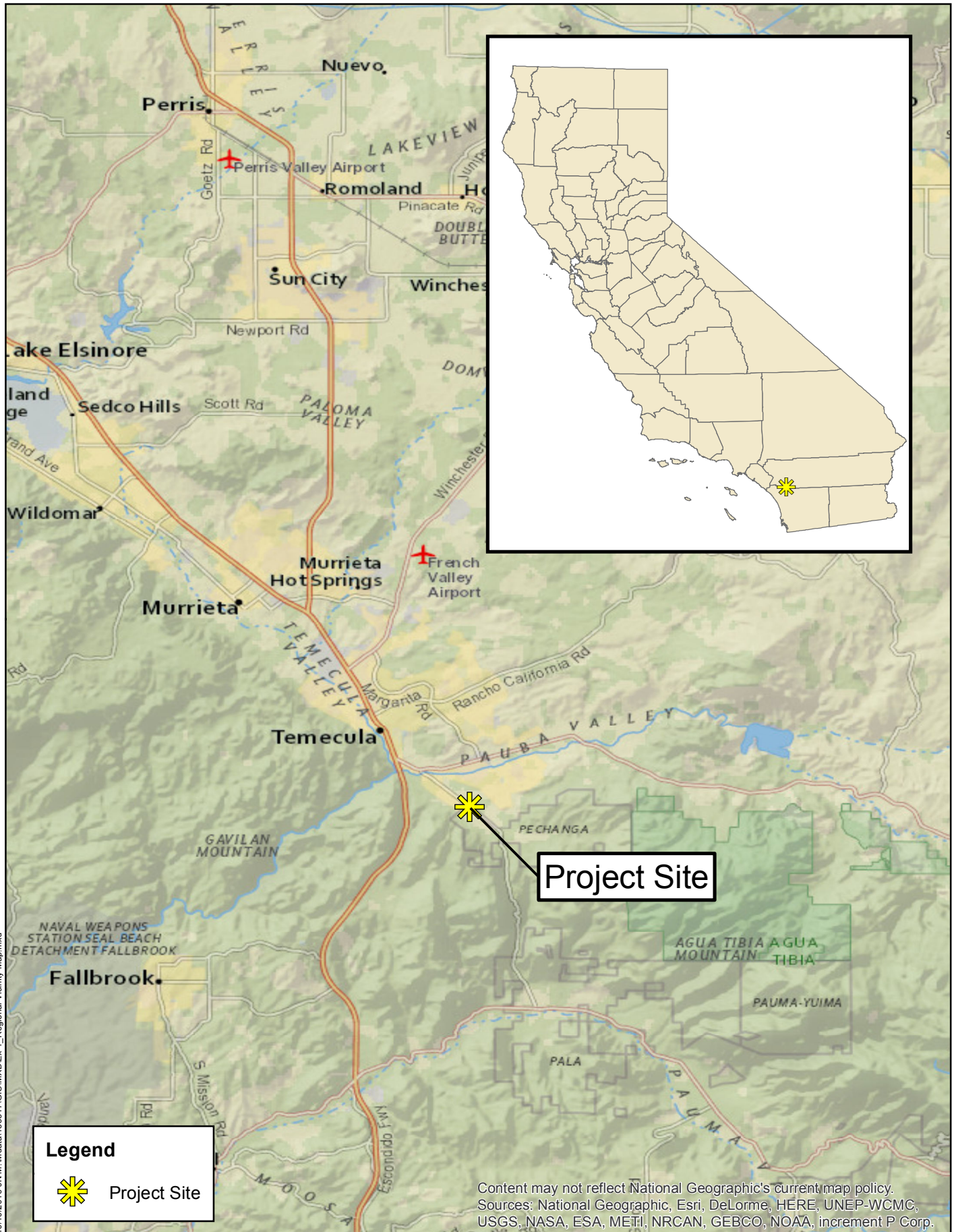
2.6.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

x	Aesthetics		Mineral Resources
	Agriculture and Forestry Resources	X	Noise
	Air Quality		Population and Housing
x	Biological Resources		Public Services
x	Cultural Resources		Recreation
x	Geology and Soils		Transportation/Traffic
	Greenhouse Gas Emissions	x	Tribal Cultural Resources
	Hazards and Hazardous Materials		Utilities and Service Systems
X	Hydrology and Water Quality	X	Mandatory Findings of Significance
	Land Use and Planning		



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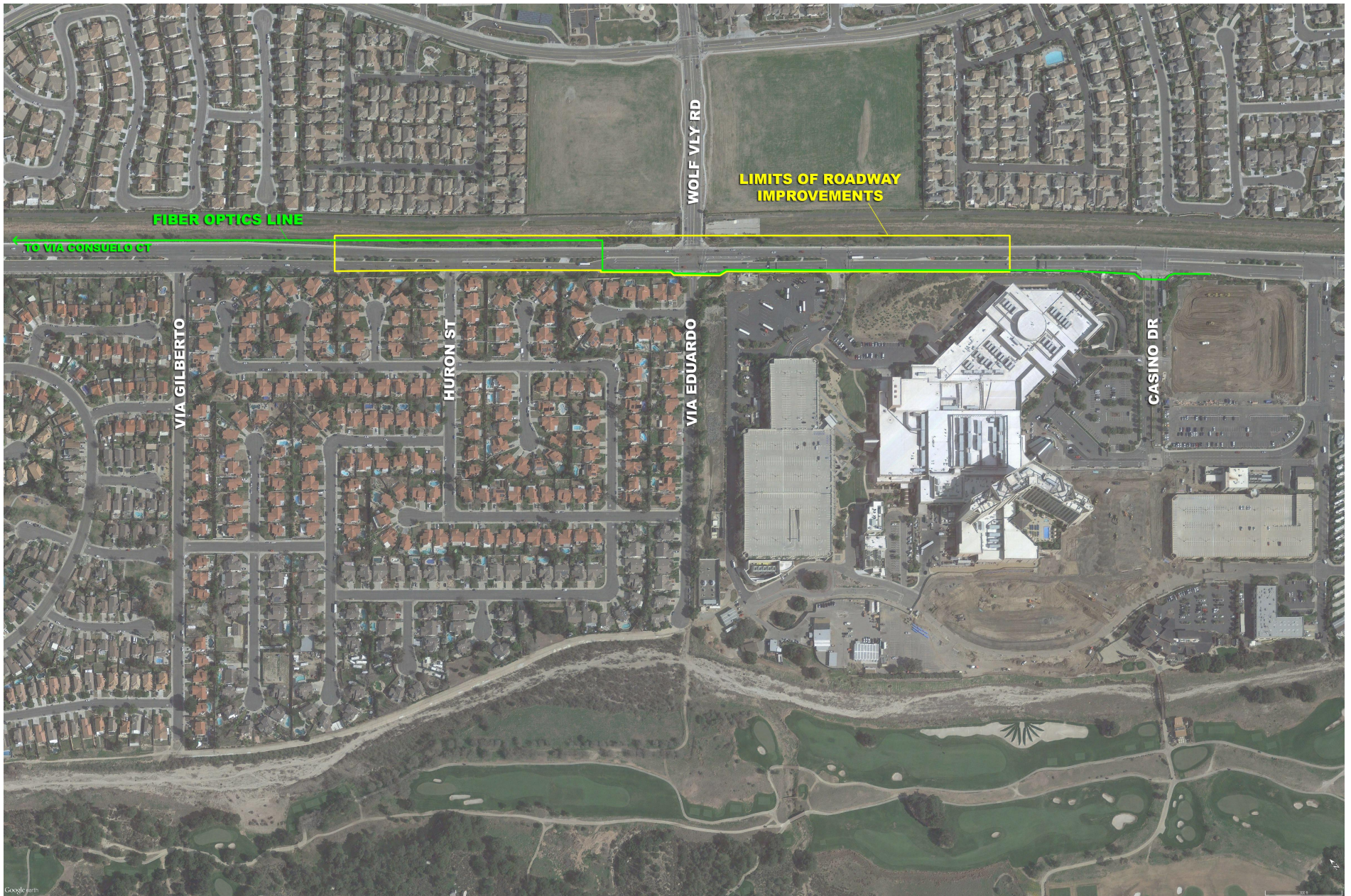
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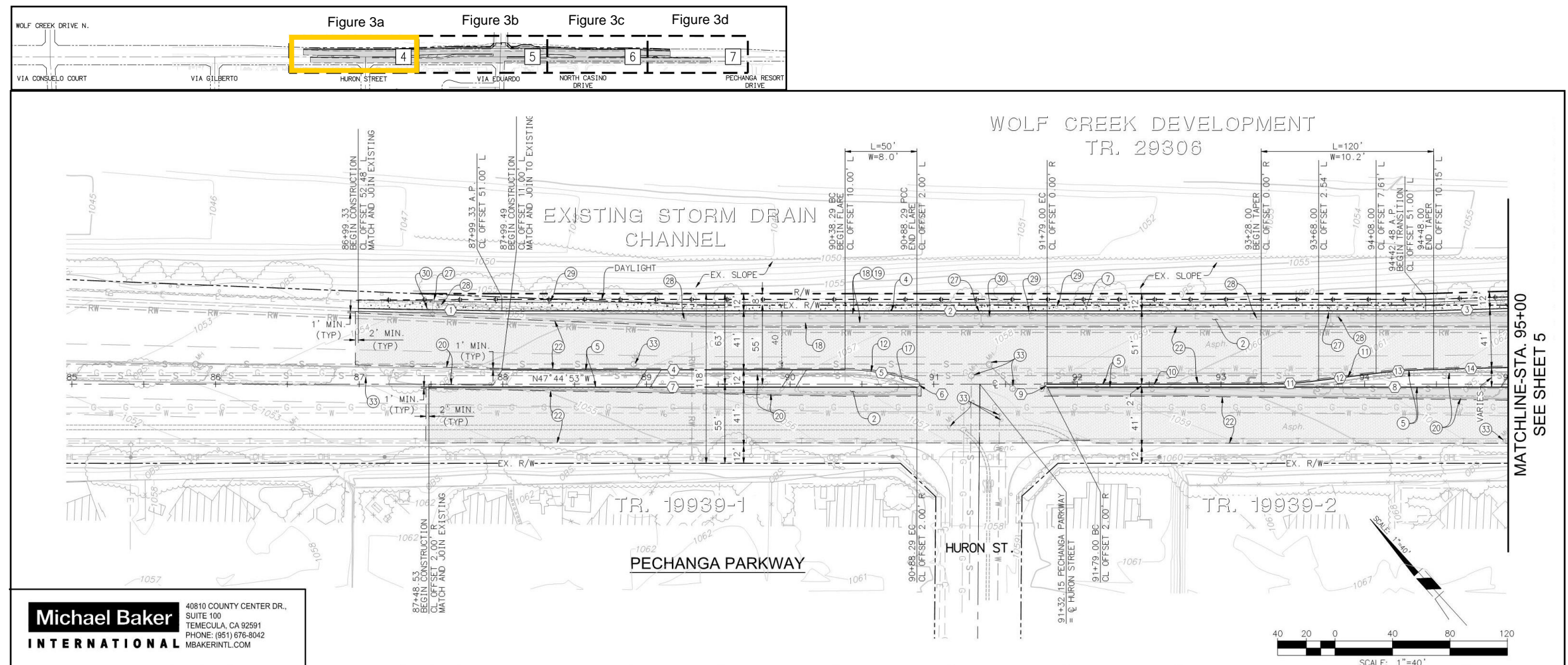


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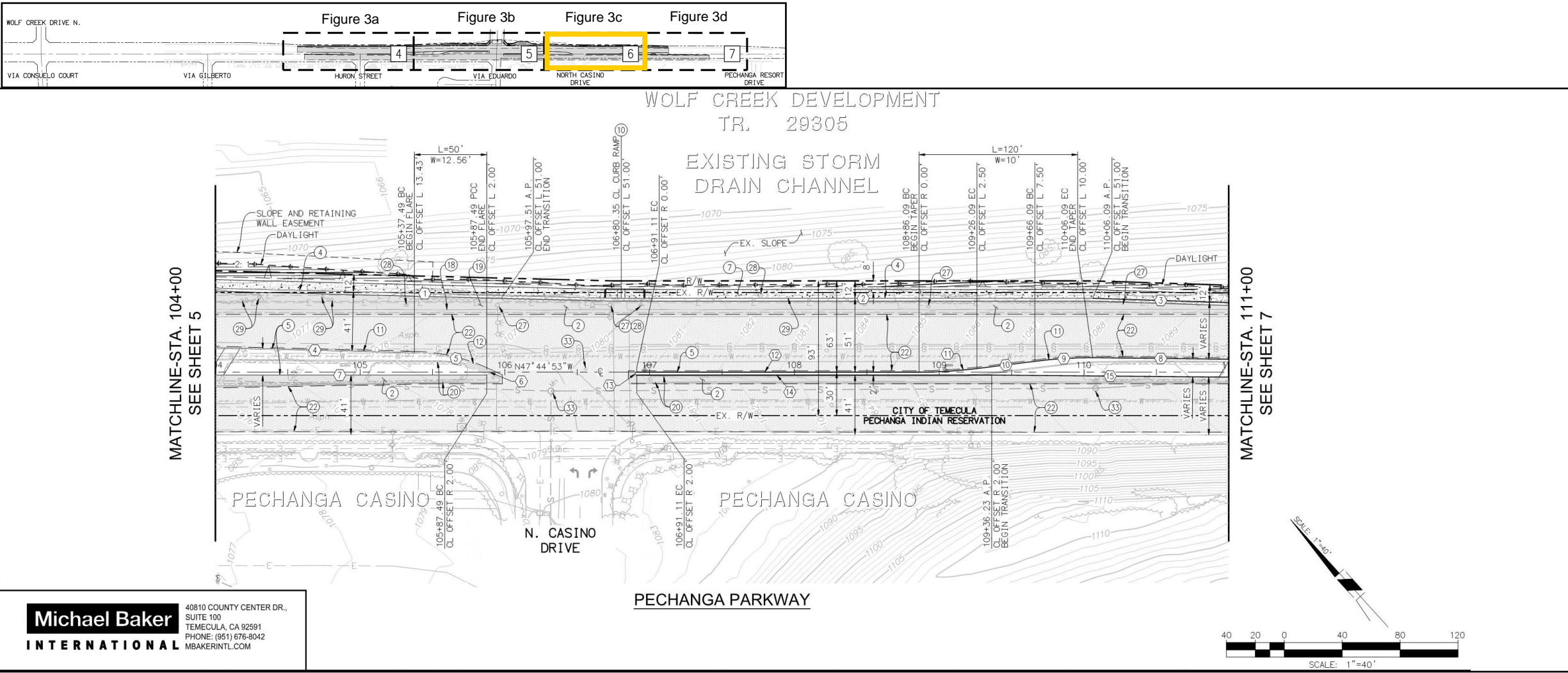




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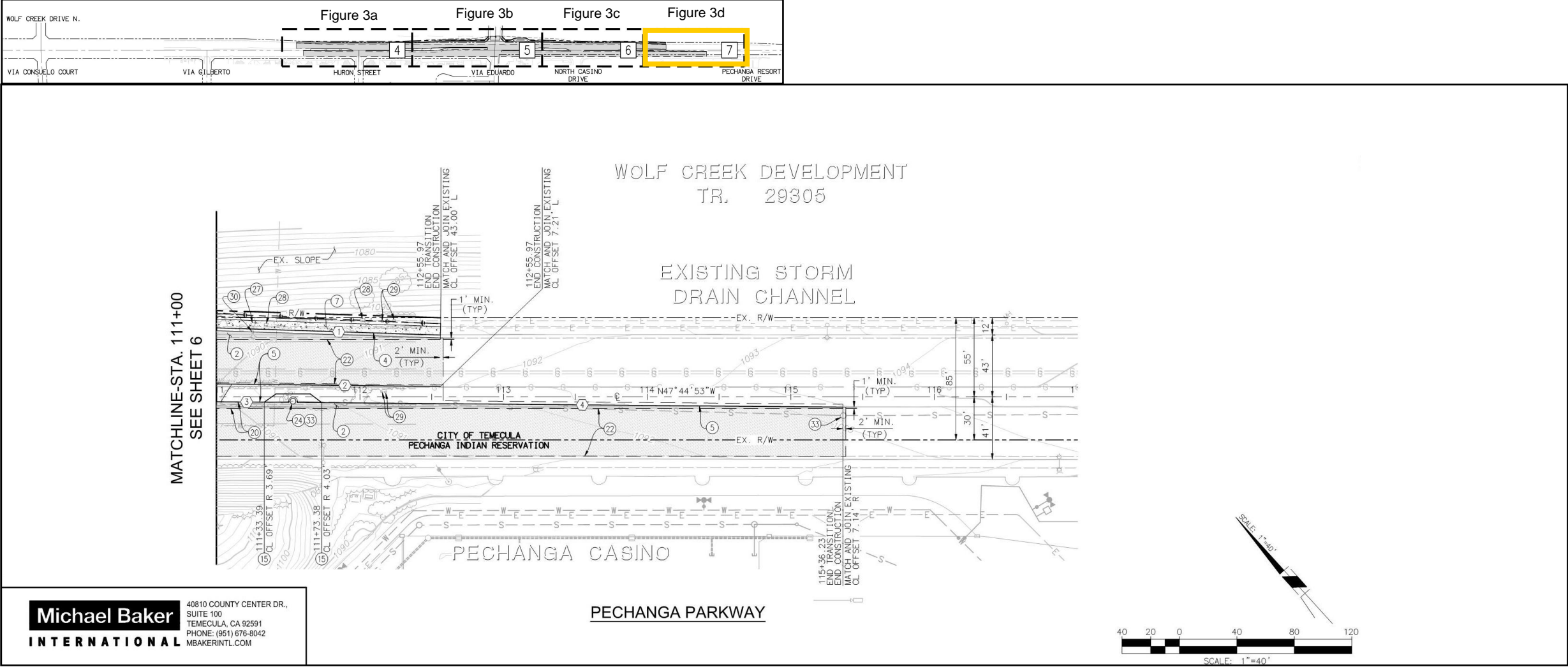


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3.0 ENVIRONMENTAL ANALYSIS

The following evaluation provides responses to the questions in the CEQA Environmental Checklist. A brief explanation for each question in the checklist is provided to support each impact determination. All responses consider the whole of the action involved, including construction and operational impacts, as well as direct and indirect impacts. Environmental factors potentially affected by the proposed project are presented below and organized according to the provided checklist format. Evaluation of the following resources was based on review of preliminary construction plans, available site geotechnical data, and other sources listed in Section 4.0, References, of this analysis.

3.1 AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) *Have a substantial adverse effect on a scenic vista? **Determination: Less than Significant with Mitigation Incorporated.***

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the view shed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features.

Temecula's natural setting offers a variety of scenic vistas and view sheds. The City of Temecula General Plan Community Design Element designates the southern, eastern, and western rolling hills surrounding the City, as well as Murrieta and Temecula Creeks, as significant natural features, and indicates that public views of these features should be protected and enhanced. The General Plan explains that all public or private development projects are subject to City review to ensure that they will not obstruct public views of scenic resources, and projects may be subject to redesign or height limitations if it is determined that development would block public views.



The project site is located approximately one mile south of Temecula Creek and 0.4 miles east of the southern rolling hills that surround the City. Both Temecula Creek and the southern rolling hills are designated as view sheds within the City's General Plan. Existing development north of the project site blocks public views to the Temecula Creek. As such, the construction and operation of the proposed project would not have the potential to adversely impact views to Temecula Creek and its associated aesthetic features; however, public views of the southern rolling hills are afforded to motorists and pedestrians traveling along Pechanga Parkway. Residents east of the project site also have views to the rolling hills, and thus may be impacted through project implementation. For this reason, construction of the proposed project has the potential to adversely impact views to the southern rolling hills and their associated aesthetic features.

Mitigation Measure AES-1 would require designation of temporary construction staging areas in a clustered fashion in order to minimize construction-related aesthetic impacts to existing views of the southern rolling hills. With the implementation of Mitigation Measure AES-1, construction-related impacts would be less than significant.

The project does not propose any new permanent aboveground structures that would block views of the southern rolling hills. The roadway improvements would consist of relocating/installing traffic signals/street lighting, widening Pechanga Parkway from four to six lanes, installation of a fiber optics cable, and relocation of the existing landscaped median. The existing traffic signals and street lighting would be relocated to accommodate the expanded roadway. These are not considered improvements that would substantially affect views of the southern rolling hills.

Therefore, with incorporation of Mitigation Measure AES-1, impacts would be less than significant.

MITIGATION MEASURES

AES-1 Prior to construction, the City shall define the temporary construction equipment staging areas to be used within the project site. Materials, heavy-duty equipment, and debris piles shall be clustered in order to minimize visual impacts during construction.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?* **Determination: No Impact.**

No rock outcroppings or historic buildings are present onsite. According to the California Department of Transportation's Scenic Highways Program Database, the project area does not contain any officially designated scenic highways (Caltrans 2016). The nearest eligible scenic highway is Interstate 15 (I-15), which is located approximately 1.35 miles west of the project site. Views of the I-15 are not afforded from the project site. Due to the absence of designated scenic highways in the vicinity of the project site, no impact would occur.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* **Determination: Less than Significant with Mitigation Incorporated.**

The project site is characterized by paved asphalt roadway ROW. The site is surrounded by residential, commercial, drainage, undeveloped, and entertainment land uses.

Short-term visual impacts associated with project construction activities would occur due to the presence of construction equipment and heavy-duty vehicles, materials and debris piles, and general construction activities; however, these impacts would be temporary and limited to the construction duration of the project. Mitigation Measure AES-1, included above, would reduce



visual impacts through the clustering of construction equipment within onsite temporary staging areas to reduce the visibility of construction activities from offsite public vantage points.

The project would result in limited permanent visual changes associated with the minor fill and paving of areas adjacent to the existing roadway and possible relocation of landscaped medians, signals/lighting, and utilities. As such, once construction is complete, the road widening would not impact the visual character of the project site.

Based on these considerations and with implementation of Mitigation Measure AES-1, the proposed project would have a less than significant operational impact on the existing visual character or quality of the site and its surroundings.

MITIGATION MEASURES

AES-1 Refer to Impact 3.1(a), above.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* **Determination: Less than Significant Impact.**

Temporary glare from construction activities (including construction equipment and related materials) is possible, but due to the anticipated small-sized construction crew and short-term construction duration, no new substantial sources of light or glare would result from the project. Construction would occur during daylight hours, and the project would not require nighttime construction lighting. The project does not propose any nighttime construction activities that would require the use of nighttime lighting. As such, substantial impacts related to light or glare are not anticipated during project construction.

Anticipated long-term light sources would include traffic signals and street lighting. These lighting features would be installed or relocated in order to safeguard public safety of motorists and pedestrians travelling along Pechanga Parkway. The light sources proposed with the project are not considered substantial and would be similar to existing lighting sources along Pechanga Parkway and would be designed to avoid light spillage from the right-of-way to the adjoining properties.

Further, the project would be required to comply with Riverside County Ordinance 655, which regulates light pollution for the Palomar Observatory. Palomar Observatory is located approximately 17 miles southeast of the project site. According to Ordinance 665, the project is located in Zone B (15–45 miles from the Palomar Observatory). The project would comply with the development standards outlined for Zone B, including its lamp type and shielding requirements. Compliance with Ordinance 665 would ensure that the project's impacts related to light pollution would be less than significant.

For these reasons, impacts associated with the construction and long-term operation of the project would be less than significant.



3.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?* **Determination: No Impact.**

According to the California Department of Conservation (2012) Farmland Mapping and Monitoring Program (FMMP), the project site is not located in an area identified as Prime Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. Along the affected segment, all adjoining lands are designated as Urban and Built-Up Land with the exception of the two undeveloped parcels that border the site to the east. These parcels are designated as Farmland of Local Importance; however, all improvements proposed with the project would occur within the right-of-way and would not encroach onto or interfere with any activities on these adjacent lands. As such, the project would not convert farmland to non-agricultural use. No impact would occur.



- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* **Determination: No Impact.**

Refer to Impact 3.2(a), above. As a roadway, Pechanga Parkway does not have a zoning designation. Further, there are no Williamson Act or agriculturally zoned properties adjacent to the project site. No impact would occur in this regard.

- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?* **Determination: No Impact.**

According to the City of Temecula's General Plan and Development Code, the proposed project would not be located adjacent to areas designated or zoned as forest land. Therefore, implementation of the proposed project would not conflict with existing zoning of forest land, timberland, or timberland production, and no impact would occur.

- d) *Result in the loss of forestland or conversion of forest land to non-forest use?* **Determination: No Impact.**

Refer to Impact 3.2(c), above. No impact would occur.

- e) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to nonagricultural use?* **Determination: No Impact.**

Refer to Impacts 3.2(a) and 3.2(b), above. No impact would occur.



3.3 AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan?* **Determination: No Impact.**

The proposed project site is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the Basin is in nonattainment: ozone (O₃), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health.¹

In order to reduce emissions of criteria pollutants for which the Basin is in nonattainment, the SCAQMD has adopted the 2012 Air Quality Management Plan (AQMP). The 2016 AQMP is currently in draft form and has not yet been adopted. The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), Southern California Council of Governments (SCAG), and the Environmental Protection Agency (EPA). The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with

¹ An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or State ambient air quality standards for that pollutant.



local governments and with reference to local general plans. The project is subject to the SCAQMD's AQMP.

It is noted that the SCAQMD has released the Draft 2016 AQMP, which is a comprehensive and integrated plan primarily focused on addressing the ozone and PM_{2.5} standards; however, the Draft 2016 AQMP is anticipated to be adopted by the SCAQMD Governing Board December 2016. The 2016 AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, RTP/SCS, and updated emission inventory methodologies for various source categories. The 2016 AQMD uses the same assumptions as the 2012 AQMP, and adoption of the 2016 AQMP would not affect project consistency.²

The Criteria for determining consistency with the AQMP is defined by the following indicators:

- *Consistency Criterion No. 1:* The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- *Consistency Criterion No. 2:* The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Impact 3.3 (b) below, the project would not exceed the short-term construction standards or long-term operational standards and in so doing would not violate any air quality standards. Additionally, the analysis for long-term local air quality impacts shows that future carbon monoxide (CO) concentration levels along roadways and at intersections affected by project traffic would not exceed the 1-hour and 8-hour State CO pollutant concentration standards. Thus, a less than significant impact is expected, and the project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies and demonstrates that the applicable ambient air quality standards can be achieved within the periods required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Temecula General Plan is considered consistent with the AQMP.

The proposed project would accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, improve roadway safety, and provide better access to regional transportation routes. Project implementation would provide additional roadway capacity to accommodate the expansion of Pechanga Resort & Casino and continued residential development along Pechanga Parkway. In response to high traffic volumes, the proposed project would continue the 2009 Pechanga Parkway Phase II improvements. As the project would be designed to accommodate additional traffic volumes, the proposed improvements would not directly generate new traffic or increase the number of vehicles along the roadway.

² The SCAQMD Governing Board will have Public Hearing to consider adoption of the *2016 Air Quality Management Plan* (2016 AQMP), which outlines its strategies for meeting the National Ambient Air Quality Standards (NAAQS) for fine particulate matter (PM_{2.5}) and ozone (O₃), on March 3, 2017.



The project would not conflict with the land use assumptions contained in the City's General Plan. Furthermore, due to the nature of the proposed project as a roadway facility improvement project, it would not result in an increase in population or employment growth beyond that anticipated in the 2012 AQMP. The proposed project would accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, improve roadway safety, and provide better access to regional transportation routes. The project would be designed to accommodate additional traffic volumes, and would not directly generate new traffic or increase the number of vehicles along the roadway and would not result in any development or other improvements that could directly or indirectly induce population growth in the area.

For these reasons, the proposed project would not conflict with or obstruct implementation of the 2012 AQMP. No impact would occur.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?* **Determination: Less than Significant Impact.**

A discussion of the project's potential short-term construction period and long-term operational period air quality impacts is provided below.

Construction Emissions

The SCAQMD has established methods to quantify air emissions associated with construction activities, such as those generated by operation of onsite construction equipment, fugitive dust emissions related to grading and site work activities, and mobile (tailpipe) emissions from construction worker vehicles and haul/delivery truck trips. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions.

Dust (PM₁₀) is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emission rates vary as a function of many parameters (e.g., soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation). All development projects in Temecula, including the proposed project, are subject to SCAQMD rules and regulations to reduce fugitive dust emissions and to mitigate potential air quality impacts per City of Temecula Municipal Code Section 18.06.300 (Dust Control and Prevention Plan), which requires that dust prevention and control procedures be employed while construction activity occurs to minimize windborne particles, and that all grading operations, land clearing, loading, stockpiling, landscaping, vehicular track-out, and haul routes comply with SCAQMD Rule 403. SCAQMD Rule 403 (Fugitive Dust) requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM suppression techniques are summarized below.

- a) Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
- b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.



- c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- e) Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- f) Installation and utilization of a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

Impacts assume compliance with applicable SCAQMD Rules. The SCAQMD Rules that are currently applicable during construction activity for this project include but are not limited to: Rule 1113 (Architectural Coatings); Rule 431.2 (Low Sulfur Fuel); Rule 403 (Fugitive Dust); and Rule 1186/1186.1 (Street Sweepers). Rule 1113 and Rule 403 are quantified in the emissions model.

Emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.1, a Statewide land use emissions computer model designed to provide a uniform platform for use by government agencies, land use planners, and environmental professionals. This model was developed in coordination with the SCAQMD and is the most current emissions model approved for use in California by various other air districts. The estimated maximum daily construction emissions are summarized in Table 3.3-1, Maximum Short-Term Construction Emissions (Pounds per Day). As shown in Table 3.3-1, all construction-generated criteria pollutant emissions would remain below their respective thresholds and therefore would represent a less than significant impact.

Table 3.3-1: Maximum Short-Term Construction Emissions (Pounds per Day)

Construction Phase	Reactive Organic Gas	Nitrogen Oxide	Carbon Monoxide	Sulfur Oxide	Coarse Particulate Matter	Fine Particulate Matter
Roadway Construction	2.68	27.07	18.54	0.03	4.35	1.71
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Source: CalEEMod, version 2016.3.1. See <u>Appendix A, Air Quality and Greenhouse Gas Emissions Data</u> .						

Operational Emissions

None of the components of the proposed project would include the provision of new permanent stationary or mobile sources of emissions. Therefore, by its nature, the project would not generate quantifiable criteria emissions from long-term operations. The project does not propose any new buildings, and therefore, no permanent source of stationary source emissions. In addition, once completed the project would not result in a permanent increase in traffic. The proposed project would accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, improve roadway safety, and provide better access to regional transportation routes. The project would be designed to accommodate additional traffic volumes and would not directly generate new traffic or increase the number of vehicles along the roadway. Additionally, the project would improve a non-motorized transportation option by providing a sidewalk for pedestrians. Traffic conditions after the project is constructed are expected to be the same as or slightly better than existing traffic conditions.



Therefore, the project would not result in new permanent stationary or mobile sources of emissions.

The proposed project would not exceed SCAQMD thresholds of significance for construction-generated criteria air pollutants and would not generate any air pollutants under its operation, resulting in a less than significant impact.

- c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
Determination: Less than Significant Impact.

Related projects could contribute to an existing or projected air quality exceedance because the Basin is currently nonattainment for O₃ and PM_{2.5}. With regard to determining the significance of the contribution from the project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts should be assessed using the same significance criteria as for project-specific impacts. Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions which exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the air basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As previously noted, the project would not exceed the applicable SCAQMD regional threshold for construction and operational-source emissions. As such, the project would result in a cumulatively less than significant impact.

- d) *Expose sensitive receptors to substantial pollutant concentrations?* **Determination: Less than Significant Impact.**

Sensitive populations (sensitive receptors) are more susceptible to air pollution effects than the general population. Sensitive populations that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to air quality changes than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14; elderly over 65; athletes; and, people with cardiovascular and chronic respiratory diseases. Locations with potential to contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, places of worship, elementary schools, and parks. Sensitive receptors in the project area include residential uses, schools, and parks.

During construction, incidental amounts of toxic substances such as oils, solvents, paints, adhesives, and coatings would be used. The use and application of these substances would comply with all applicable SCAQMD rules for their use, storage, and disposal. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or State ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of a given proposed project are above or below State standards. In the case of CO and NO_x, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels



already exceed a State or federal standard, project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}, both of which are nonattainment pollutants.

The SCAQMD established LSTs in response to the district's Governing Board's Environmental Justice Initiative I-4, which was developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD's (2008) Localized Significance Threshold Methodology. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in air quality impact analyses.

LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The project site is located in SCAQMD SRA 26. LSTs apply to CO, nitrogen dioxide (NO₂), PM₁₀, and PM_{2.5}.

The SCAQMD look-up tables are intended for projects less than or equal to 5 acres in size and provide standards for projects that are 1, 2, and 5 acres; however, the proposed project site spans approximately 3 acres. Therefore, 3 acres was extrapolated using the information provided from 1, 2, and 5-acre sites in the look-up table to identify the standard.

The nearest sensitive receptors are the single-family residential communities directly adjacent to the project on either side of Pechanga Parkway. Notwithstanding, the SCAQMD methodology explicitly states: *"It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters."* Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. Table 3.3-2, Localized Significance Summary – Onsite Construction Emissions (Pounds per Day), identifies the localized impacts at the nearest receptor location in the project vicinity. As shown, emissions during the peak day of construction activity would not exceed the SCAQMD's LST screening thresholds. Therefore, the project's impact on sensitive receptors is less than significant.

Table 3.3-2: Localized Significance Summary –Onsite Construction Emissions (Pounds per Day)

Construction Phase		NOx	CO	PM ₁₀	PM _{2.5}
Maximum Emissions	Maximum Daily Emissions (onsite)	18.84	13.09	2.17	1.32
	SCAQMD Localized Threshold	279.67	867.00	9.00	5.33
	Threshold Exceeded?	No	No	No	No

Source: CalEEMod, version 2016.3.1. See Appendix A, Air Quality and Greenhouse Gas Emissions Data.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, schoolchildren, hospital patients, the elderly, etc.). The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization [ICU]) by 0.02 (two percent) for any intersection with an existing level of service LOS D



or worse. Because traffic congestion is highest at intersections, where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

As noted previously, the proposed project involves widening Pechanga Parkway and would not generate new vehicle trips. The proposed project would reduce congestion and improve traffic flow. Therefore, it would not increase the ICU of nearby intersections to warrant a CO hotspot analysis.

- e) *Create objectionable odors affecting a substantial number of people?* **Determination: Less than Significant Impact.**

Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The project involves roadway improvements and does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt during construction activities. Standard construction requirements would minimize odor impacts from construction. Construction odor emissions would be temporary, intermittent in nature, would disperse rapidly, would not affect a substantial number of people, and would cease upon completion of the respective phase of construction. Therefore, odor impacts are considered less than significant. Additionally, construction activities would be required to comply with SCAQMD Rule 402³ to prevent occurrences of public nuisances.

³ SCAQMD Rule 402 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance.



3.4 BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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4. BIOLOGICAL RESOURCES – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*
Determination: Less than Significant with Mitigation Incorporated.

The project site is located within an urbanized area within the City of Temecula. As a roadway improvement project, the site is presently developed and/or highly disturbed. Manicured landscaped areas are present within the ROW and the existing median and include a variety of tree species, turf grass, and other ornamental plantings.

In addition, areas immediately surrounding the project footprint are largely developed, with a channelized drainage feature (Wolf Valley Creek Channel) to the north and some small open fields east and west of Wolf Valley Road, north of the channel. The Wolf Valley Creek Channel is vegetated with ornamental grasses that are routinely maintained (i.e. mowed), does not contain



any riparian trees/vegetation on the bank or in the bed, and has minimal, if any, nesting habitat or habitat that would otherwise support wildlife.

A query of the California Department of Fish and Wildlife's (CDFW) Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) was conducted in November 2016 for reported locations of sensitive plant and wildlife species as well as sensitive natural plant communities within two miles of the project site within the Pechanga and Temecula USGS 7.5-minute quadrangles (Michael Baker International 2016). The literature search identified nine special-status plant species, fourteen special-status wildlife species, and one special-status natural plant community as being documented within two miles of the project site; refer to Attachment D, *Potentially Occurring Status Species Biological Resources*, of Appendix B, Habitat Assessment/MSHCP Consistency Analysis. Based on habitat requirements for specific species and the availability and quality of onsite habitats, it was determined that the project site does not provide suitable habitat that would support any of the CNDDB, CNPS, or Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) listed plant or wildlife species that have been documented within two miles of the project site.

Additionally, a site survey was performed in November 2016 to identify sensitive habitat and or undeveloped areas, jurisdictional features, riparian/riverine habitat, and other areas having the potential to support sensitive flora and fauna species, including burrowing owl (Michael Baker International 2016); refer to Appendix B. Onsite and surrounding land uses have eliminated the naturally occurring habitats around the project footprint, reducing the suitability of the habitat to support sensitive plant and wildlife species. As a result of existing development, undisturbed native plant communities are no longer present within the boundaries of the project site, and the project footprint does not offer habitat that would support any candidate, sensitive, or special-status species. Further, the project site provides limited habitat for wildlife species adapted to a high degree of human presence and development. No sensitive plant or wildlife species were observed during the habitat assessment.

However, a query of the Riverside County Integrated Project (RCIP) Conservation Summary Report Generator was conducted to determine if the MSHCP lists any survey requirements for the project site; refer to Appendix B. The summary report identified that the project site is located in the designated survey area for burrowing owl as depicted in Figure 6-4 within Sections 6.3.2 of the MSHCP; however, no burrowing owl or sign (pellets, feathers, castings, or white wash) were observed during the 2016 site survey. Due to the lack of burrowing owl sign and suitable burrows, burrowing owl are presumed not to occupy the project site and have a low potential to occur onsite. Further, as the proposed widening alignment would occur within the existing paved roadway and landscaped areas, burrowing owl are presumed absent, and no impacts to this species are anticipated; however, it is recommended that a burrowing owl pre-construction clearance survey be conducted within seven days prior to ground disturbance, in accordance with the MSHCP, to ensure burrowing owl remain absent from the project site. Implementation of Mitigation Measure BIO-1 would reduce potential project impacts on burrowing owl to less than significant.

With implementation of Mitigation Measure BIO-1, project impacts on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or U.S. Fish and Wildlife Service (USFWS) would be reduced to less than significant.



MITIGATION MEASURES

BIO-1 Within seven days prior to commencement of any ground-disturbing activities (e.g., clearing, grubbing, demolition, earthmoving, construction), burrowing owl (*Athene cunicularia*) surveys shall be conducted by a qualified biologist per the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1997) and the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife [CDFW]; March 7, 2012), as follows:

- During the burrowing owl (BUOW) breeding season (February 1 through August 31), protocol surveys for active nest burrows shall be performed within potentially suitable habitat (as determined by the biologist) inside and up to 500 feet from the demarcated disturbance limits. A non-disturbance buffer of 250 feet shall be delineated by the biologist around active nests, in consultation with CDFW, and no disturbance activities shall occur within the buffer(s) until the BUOW breeding season is over.
- During the non-breeding season for BUOW (September 1 through January 31), protocol surveys for resident BUOWs shall be performed within potentially suitable habitat (as determined by the biologist) inside and up to 500 feet from the demarcated disturbance limits. A passive relocation program may be implemented for observed BUOWs using occupied burrows pursuant to CDFW approval. The relocation of resident BUOWs shall be according to a relocation plan prepared by the biologist in consultation with and approved by CDFW. This plan shall provide for BUOW relocations to nearby suitable conserved lands possessing available nesting habitat and appropriate development-free buffers that are protected in perpetuity via conservation easements or other land preservation mechanisms.
- The pedestrian protocol surveys shall include two early morning surveys between one hour before and two hours after sunrise, and two evening surveys between two hours before and one hour after sunset, via transects spaced to allow 100% visual coverage of the ground surface. The distance between transect center lines shall average approximately 100 feet, and may be reduced in places to account for differences in terrain, vegetation density, and ground surface visibility.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?* **Determination: No Impact.**

Refer to Impact 3.4(a), above. Generally, riparian habitat is defined as a vegetated ecosystem along a water body through which energy, materials, and water pass. Riparian areas characteristically have a high water table and are subject to periodic flooding and influence from the adjacent water body. These systems encompass wetlands, adjacent uplands, or some combination of these two landforms.

Due to the project setting (and existing condition as a roadway), the potential for sensitive natural communities identified in local or regional plans, policies, and regulations or by the CDFW or USFWS is limited. No jurisdictional riparian/riverine areas are located within the proposed project footprint; however, riparian habitat may be present within the Wolf Valley Creek Channel located immediately north of the project site. It should be noted that the City of Temecula has elected to mitigate previous impacts to Wolf Valley Creek Channel related to the previously implemented



Pechanga Parkway improvements (generally from Temecula Parkway to Via Gilberto) through the restoration of a total of 3.4 acres of riparian habitat in Temecula Creek (BonTerra Consulting 2013). This five-year habitat mitigation maintenance program has been successful in achieving performance standards agreed upon by the CDFW and U.S. Army Corps of Engineers (Corps).

Wolf Valley Creek Channel is artificially maintained, and is planted with ornamental grass. Although artificially created, Wolf Valley Creek Channel would likely be considered riparian/riverine habitat under the MSHCP. Pursuant to Section 6.1.2 of the MSHCP, any alteration or loss of riparian/riverine habitat that may occur with the proposed project would require mitigation in the form of preparation of a Determination of Biologically Equivalent or Superior Preservation (DBESP) to address the replacement of lost functions and values associated with Wolf Valley Creek Channel. This assessment is independent from considerations given to “waters of the U.S.” and “waters of the State” under the CWA and the California Fish and Game Code.

Based on current design plans, no impacts to Wolf Valley Creek Channel are anticipated with project implementation. If changes in the design plans result in any indirect or direct impacts to riparian habitat within the channel, the City would be required to reduce impacts through identification of appropriate mitigation measures and preparation of a DBESP to mitigate the loss of any riparian habitat. No impacts would occur in this regard.

Additionally, under the federal Endangered Species Act (ESA), “Critical Habitat” refers to habitat or a specific geographic area that contains the elements and features that are essential for the survival and recovery of a listed species. In the event that a project may result in take or adverse modification to a species’ designated Critical Habitat, a project proponent may be required to engage in suitable mitigation; however, consultation for impacts to Critical Habitat is only required when a project has a federal nexus (i.e. occurs on federal land, is issued federal permits [e.g. Corps Section 404 permit, or Corps Section 408 permit], or receives any other federal oversight or funding). The USFWS Critical Habitat mapper was used to locate the closest federally designated Critical Habitat to the project site which occurs approximately two miles east of the project site for coastal California gnatcatcher (*Polioptila californica californica*); refer also to [Appendix B](#). The project site is not located within federally designated Critical Habitat. Therefore, no impacts to Critical Habitat would occur with project implementation.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? **Determination: No Impact.***

The Corps Regulatory Branch regulates discharge of dredge or fill materials into “waters of the United States” pursuant to Section 404 of the federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Additionally, the CDFW regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Regional Water Quality Control Board (Regional Board) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

No jurisdictional drainage features or isolated wetland features that would qualify as “waters of the United States” or “waters of the State” are located within the proposed project footprint; however, it should be noted that Wolf Valley Creek Channel is located immediately north of the project site. Wolf Valley Creek Channel receives flows from urban runoff and direct precipitation. Water in this channel flows from southeast to northwest, north of the project site, and eventually flows into Temecula Creek. Wolf Valley Creek Channel is primarily earthen-lined throughout most of its reach, with concrete and riprap armoring at the various road bridge crossings. The slopes of Wolf Valley Creek Channel are artificially maintained, and planted with ornamental grass. The



active channel (low flow channel) of Wolf Valley Creek supports cattails (*Typha sp.*) and California bulrush (*Schoenoplectus californicus*). Although artificially created, Wolf Valley Creek Channel would likely be considered jurisdictional by the Corps, Regional Board, and CDFW.

Based on current design plans, the proposed widening alignment would not impact Wolf Valley Creek Channel. The proposed improvements would occur within the limits of the roadway ROW and have been designed to largely avoid any potential direct impacts to the Wolf Valley Creek Channel; however, if during final design, impacts to Wolf Valley Creek Channel would occur, a formal jurisdictional delineation would be required to delineate the limits of jurisdiction and to determine the potential for impacts from project implementation. It is anticipated that any impacts to Wolf Valley Creek Channel would require a CWA Section 404 permit from the Corps, CWA Section 401 Water Quality Certification from the Regional Board, and a Section 1602 Streambed Alteration Agreement from CDFW. As currently designed, project construction and operation would not impact Wolf Valley Creek Channel or any other protected wetlands. No impact would occur in this regard.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?* **Determination: Less than Significant with Mitigation Incorporated.**

The Migratory Bird Treaty Act (MBTA; 16 U.S. Code 703 through 711) is the domestic law that affirms, or implements, a commitment by the United States to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. The MBTA makes it unlawful at any time, by any means, or in any manner to pursue, hunt, take, capture, or kill migratory birds. The law also applies to the removal of nests occupied by migratory birds during the breeding season. The MBTA makes it unlawful to take, pursue, molest, or disturb these species, their nests, or their eggs anywhere in the United States.

The project site is located within a highly urbanized area in the City of Temecula. The existing roadway along the affected segment is four lanes in width, with a 40 mile-per-hour speed limit. Such conditions generally restrict or detract wildlife from crossing a roadway. Additionally, the proposed widening alignment is surrounded by existing development that has removed natural plant communities from the surrounding area. All adjacent lands are developed and do not support habitat that would generally support migratory wildlife with exception of the two parcels adjacent to the north which are presently undeveloped (but highly disturbed from prior grading and/or grubbing); refer to [Exhibit 2, Local Vicinity Map](#). The proposed project would be confined to the existing paved roadway and landscaped areas. Additionally, the project site is not located within any MSHCP identified corridor or linkage. Therefore, no native resident, migratory fish, or wildlife species or established native resident or migratory wildlife corridors are present onsite or in the project vicinity. The project would not impede any use of native wildlife nursery sites or have an adverse effect on any migratory corridors or linkages in the surrounding area. Impacts in this regard are considered less than significant.

As shown in [Exhibit 2](#), a number of trees are present within the roadway ROW to the north and south of the affected roadway segment, as well as within the existing median. The ornamental plant communities adjacent to the proposed widening alignment have the potential to provide suitable nesting, foraging, and cover habitat for year-round and seasonal avian residents, and migrating songbirds that may be present in the area; however, no nesting birds or breeding behaviors were observed during the field survey conducted for the proposed project.

However, avian species may be affected by short-term project construction-related noise levels during the nesting season for breeding birds (typically January through September annually)



which can result in the disruption of foraging, nesting, and reproductive activities. As such, project grading/construction activities during the nesting season for breeding birds protected by the MBTA and California Fish and Game Code could result in a significant temporary, indirect impact to these species. Mitigation Measure BIO-2 would require a pre-construction clearance survey for nesting birds and nest protection actions if active avian nests are identified within or 500 feet from the project site.

With implementation of Mitigation Measure BIO-2, project implementation would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

BIO-2

1. Within seven days prior to commencement of grading/construction activities, a qualified biologist shall perform a pre-construction survey within 500 feet from the proposed work limits.
2. If active avian nest(s) are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s) measuring 300 feet for passerines and 500 feet for raptors. A qualified biologist shall monitor the nest(s) weekly after commencement of grading/construction to ensure that nesting behavior is not adversely affected by such activities.
3. If the qualified biologist determines that nesting behavior is adversely affected by grading/construction activities, then a noise mitigation program shall be implemented in consultation with CDFW, to allow such activities to proceed. Once the young have fledged and left the nest(s), then grading/construction activities may proceed within 300 feet (500 feet for raptor species) of the fledged nest(s).
4. Raptor nests are protected under Section 3503.5 of the California Fish and Game Code (California Law 2011) which makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes; or, to take, possess, or destroy the nests or eggs of any such birds. Consultation with CDFW shall be required prior to the removal of any raptor nest(s) observed during the preconstruction clearance surveys.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **Determination: Less than Significant Impact.***

According to the City of Temecula Municipal Code, Section 8.48, Heritage Tree Ordinance, the City aims to protect and preserve heritage trees, specifically “oak, California bay laurel, California black walnut, California holly, and California sycamore trees, as well as other trees of special significance to the community.” The Municipal Code defines heritage trees as any of the identified species [including, but not limited to, oaks (i.e. coast live oak, Engelman oak, valley oak, scrub oak), California sycamore, California Bay laurel, and California black walnut] that has been identified in a tree inventory in connection with the submittal of an application for a discretionary permit and that has reached the required diameter of a Heritage Tree.

As stated above, a number of trees are present within the roadway ROW to the north and south of the affected roadway segment, as well as within the existing median. As such, some trees may



require removal or may be otherwise indirectly disturbed as the result of the proposed improvements; however, none of these trees are considered to be heritage trees. Any tree removal would occur in conformance with City requirements and would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be less than significant in this regard.

- f) *Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?*
Determination: No Impact.

The City of Temecula and its Planning Area are located within the Western Riverside County MSHCP area; refer to City of Temecula General Plan EIR Figure 5.2, MSHCP Conservation Area. The MSHCP serves as a comprehensive, multi-jurisdictional HCP, pursuant to Section (a)(1)(b) of the federal Endangered Species Act (ESA). The plan encompasses all unincorporated County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. The MSHCP is intended to protect and restore biological diversity and natural ecosystem processes that support such diversity, and to protect and restore natural habitat within western Riverside County known to support threatened, endangered, or key sensitive populations of plant and wildlife species.⁴

Core Areas within the MSHCP have been identified and represent lands with the right resources to provide live-in habitat and support the requirements of one or more species covered by the MSHCP. Criteria Areas support habitat adjoining the Core Areas, Non-contiguous Habitat Blocks, and Linkages. Species either live within these areas or travel through the area when moving from one area of conserved habitat to another.

The Temecula Planning Area is partially located within subunits 1, 2, 5, and 6 of the MSHCP Southwest Area Plan. Each subunit of the Plan identifies conceptual MSHCP reserve designs, applicable cores and linkages, and biological issues and considerations.

According to Figure 5.4-2, MSHCP Conservation Area, of the City's General Plan EIR, the project site is not located within the boundary of the MSHCP area or within a criteria cell; however, the project site does lie adjacent to a criteria cell located to the southwest (#7612) within which conservation efforts are concentrated in the western portion of the cell and include protection and enhancement of Riversidean alluvial fan sage scrub, riparian scrub, woodland and forest habitat along Pechanga Creek and adjacent chaparral, woodland, and forest habitat.⁵ Implementation of the proposed project would not affect this criteria cell or conservation efforts/requirements within it. While the project site is located adjacent to a criteria cell (i.e. to the MSHCP Conservation Area) and would be subject to the Urban/Wildlands Interface Guidelines, the first quarter-mile of the criteria cell has been completely developed into a residential neighborhood, and the Urban/Wildlands Guidelines would not benefit the undeveloped portions of the Conservation Area. Additionally, as shown on General Plan EIR Figure 5.4-1, Critical Habitats for California Gnatcatcher and Quino Checkerspot Butterfly, the project site is not located within critical habitat for either of these species and thus will not require any consultation for adverse impacts to critical habitat.

⁴ City of Temecula General Plan Update FEIR. Section 5.4, Biological Resources.

⁵ Western Riverside County MSHCP. Volume I, Section 3. http://www.wrc-rca.org/GIS_Online_Mapping/MSHCP_docs/AreaPlans/MSHCP%20Southwest%20Area%20Criteria%20Table.pdf. Accessed November 4, 2016.



Riparian/Riverine Areas

Under MSHCP Section 6.1.2, riparian/riverine areas are defined as areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a number of listed, water-dependent amphibians, birds, fish, invertebrates, and plants. As stated above under Impact 3.4(a), if impacts to riparian/riverine habitat cannot be avoided, mitigation in the form of a Determination of Biologically Equivalent or Superior Preservation must be developed to address the replacement of lost functions of habitats in regards to the listed species. This assessment is independent from considerations given to “waters of the U.S.” and “waters of the State” under the CWA and the California Fish and Game Code.

No jurisdictional riparian/riverine areas are located within the proposed project footprint. As noted above under Impact 3.4(a), although artificially created, Wolf Valley Creek Channel would likely be considered riparian/riverine habitat under the MSHCP. Pursuant to Section 6.1.2 of the MSHCP, any alteration or loss of riparian/riverine habitat that may occur with project implementation would require preparation of a DBESP to ensure the replacement of any lost functions and values associated with Wolf Valley Creek Channel. Based on current design plans, no impacts to Wolf Valley Creek Channel are anticipated with project implementation, and no conflicts with the MSHCP would occur.

Vernal Pools

The MSHCP lists two general classes of soils known to be associated with special-status plant species: clay soils and Traver-Domino Willow association soils. The specific clay soils known to be associated with special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, whereas Traver-Domino Willows association includes saline-alkali soils largely located along floodplain areas of the San Jacinto River and Salt Creek. Without the appropriate soils to create the impermeable restrictive layer, none of the special-status species associated with vernal pools can occur on the project site. None of these soils are present on the project site. Since the proposed widening alignment would occur within the existing paved roads and landscaped areas, no undisturbed soils would be impacted. Therefore, no impacts to vernal pools or fairy shrimp habitat would occur with project implementation.

Narrow Endemic Plant Species

Based on a query of the RCIP Conservation Summary Report Generator and review of the MSHCP, it was determined that the proposed project is not located within the designated survey area for Narrow Endemic Plant Species as depicted in Figure 6-1 within Section 6.1.3 of the MSHCP; refer also to [Appendix B](#). The proposed widening alignment would occur within the existing paved roadway and landscaped areas that do not provide suitable habitat for Narrow Endemic Plant Species.

Urban/Wildlands Interface Guidelines

According to the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with new development in proximity to MSHCP Conservation Areas (MSHCP, p 6-42). The proposed project is not located in or immediately adjacent to any Criteria Cells or MSHCP Conservation Areas. Therefore, indirect project-related impacts to drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development would not occur.



Additional Survey Needs and Procedures

The RCIP Conservation Summary Report Generator was queried to determine if the MSHCP lists any survey requirements for the project. The summary report identified that the project site is located in the designated survey area for burrowing owl as depicted in Figure 6-4 within Sections 6.3.2 of the MSHCP; however, no burrowing owl or sign (pellets, feathers, castings, or white wash) were observed during the habitat assessment. Due to the lack of burrowing owl sign and suitable burrows, burrowing owl are presumed not to occupy the project site and have a low potential to occur onsite. Further, as the proposed widening alignment would occur within the existing paved roadway and landscaped areas, burrowing owl are presumed absent, and no impacts to this species are anticipated; however, as stated above under Impact 3.4(a), a burrowing owl pre-construction clearance survey is required within seven days prior to ground disturbance, in accordance with the MSHCP, to ensure burrowing owl remain absent from the project site. Implementation of Mitigation Measure BIO-1 would reduce potential project impacts on burrowing owl in this regard to less than significant.

Therefore, the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. No impact would occur.



3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? **Determination: Less than Significant Impact with Mitigation Incorporated.***

A cultural resources assessment, including a site visit conducted on August 22, 2016, was prepared for the project (BCR Consulting 2016). Refer to Appendix C, Cultural Resources Assessment, for the full report.

Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or having a historically significant style, design, or achievement. Damage to or demolition of such resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and through indirect impacts, such as a change in the setting of a historic resource.

BCR Consulting conducted a records search at the Eastern Information Center (EIC) in August 2016, the local clearinghouse for cultural resource records. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one mile of the project site. Additional resources reviewed included the National Register of Historic Places, the California Register of Historical Resources, and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and Inventory of Historic Structures.

The records search conducted at the EIC identified 27 cultural resource studies that have been conducted in the project area, four of which included the project site. The records search indicated that 26 cultural resources have been recorded within one mile of the project site. No cultural resources have been recorded within the project site boundaries; however, four cultural resources (including three prehistoric isolates and one prehistoric site with a historic component) have been recorded adjacent to the project site. A summary of the records search is included in Appendix C.



A field survey was also conducted by BCR Consulting in August 2016. The survey did not record any historical resources, including historic-period buildings, within the project site boundaries. However, the Pechanga Band of Luiseño Indians has indicated that the project site is near the Luiseño Ancestral Origin Landscape Traditional Cultural Property, (National Park Service, National Register listing 14000851, posted on the NPS website under the week on November 28, 2014). The Origin Landscape is both a historic resource (as it is listed on both the National and California Registers), and a tribal cultural resource (TCR); refer to Section 3.17, Tribal Cultural Resources, below. As the Pechanga Tribe has identified Traditional Cultural Resources near the project site, Mitigation Measures CR-1 through CR-7 are proposed. Mitigation Measures CR-1 through CR-7 require the presence of an archaeological monitor and Pechanga Tribal monitor during all project-related ground disturbance activities. With adherence to Mitigation Measures CR-1 through CR-7, the project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064. No impact would occur in this regard.

- CR-1** A professional archaeological monitor shall be present to monitor all ground-disturbing activities associated with the project. The archaeological monitor shall work under the direct supervision of a Cultural Resource Professional that meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (U.S. Department of Interior, 2012) and as approved by the City of Temecula to provide archaeological expertise in carrying out all mitigation measures related to archaeological resources (Mitigation Measures CR-2, CR-3 and CR-5).
- CR-2** The qualified archaeologist, or an archaeologist working under the direction of the qualified archaeologist, along with a representative designated by the Pechanga Tribe, shall conduct a pre-construction cultural resources worker sensitivity training to inform construction personnel of the types of cultural resources that may be encountered, and to bring awareness to personnel of actions to be taken in the event of a cultural resources discovery. The City shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.
- CR-3** Prior to the start of ground-disturbing activities, the qualified archaeologist shall designate an archaeological monitor to observe ground-disturbing activities, including but not limited to, brush clearance and grubbing, grading, trenching, excavation, and the construction of fencing and access roads, in consultation with the Pechanga tribal monitor. If ground-disturbing activities occur simultaneously in two or more areas located more than 500 feet apart, additional archaeological monitors may be required. The archaeological monitor shall keep daily logs. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring activities, which shall be submitted to the City, Pechanga Tribe, and to the EIC at the University of California, Riverside.
- CR-4** At least 30 days prior to the start of any ground disturbing activity, the City shall contact the Pechanga Tribe of grading, excavation and the monitoring program, and to coordinate with the Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement (Agreement). The Agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of Pechanga Tribal monitors during grading, excavation and all ground disturbing activities; project grading and development scheduling; terms of compensation for



the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

The Pechanga Tribal monitor shall monitor observe ground-disturbing activities, including but not limited to, brush clearance and grubbing, grading, trenching, excavation, and the construction of fencing and access roads, in consultation with the archaeological monitor. If ground-disturbing activities occur simultaneously in two or more areas located more than 500 feet apart, additional archaeological monitors may be required. The Pechanga tribal monitor shall keep daily logs. If ground-disturbing activities occur simultaneously in two or more locations, additional Pechanga tribal monitors may be required.

- CR-5** If inadvertent discoveries of subsurface archaeological/cultural resources are made during ground-disturbing activities, the applicant, the qualified archaeologist, and the Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to PRC Section 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. PRC Section 21084.3 further requires that agencies shall avoid damaging effects to tribal cultural resources, if feasible. If the City, the qualified archaeologist, and the Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City Planning Director for decision. The City Planning Director shall make the determination based on the provisions of the CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.
- CR-6** The City shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are recovered as a result of project implementation to the Pechanga Tribe for proper treatment and disposition as outlined in the Agreement (Mitigation Measure CUL-4).
- CR-7** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? **Determination: Less than Significant with Mitigation Incorporated.***

Archaeological sites are locations that contain resources associated with former human activities and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains.

The records search conducted at the EIC identified 27 cultural resource studies that have been conducted in the project area, four of which included the project site. Through such studies, 26 cultural resources have been recorded within one mile of the project site. No cultural resources have been recorded within the project site boundaries; however, four cultural resources (including three prehistoric isolates and one prehistoric site with a historic component) have been recorded adjacent to the project site. A summary of the records search is included in Appendix C.

Although no known material cultural resources are present on the project site, the potential for unknown subsurface resources does exist, in particular due to the sensitivity of the area and previous identification of material resources. Further, the project is adjacent to a landscape (as



discussed further below); however, given the existing roadway and minimal additional impacts from the project, the impact is considered to be less than significant, with the mitigation measures as outlined below. Therefore, project-related ground disturbing and construction activities would have the potential to adversely affect such unknown resources. To ensure that an adverse change in the significance of a cultural resource does not occur, Mitigation Measure CR-1 through CR-7 requires the presence of an archaeological monitor and Pechanga Tribal monitor during all project-related ground disturbance activities. With incorporation of Mitigation Measure CR-1 through CR-7, impacts would be reduced to less than significant.

MITIGATION MEASURES

- CR-1** Refer to Impact 3.5(a), above.
- CR-2** Refer to Impact 3.5(a), above.
- CR-3** Refer to Impact 3.5(a), above.
- CR-4** Refer to Impact 3.5(a), above.
- CR-5** Refer to Impact 3.5(a), above.
- CR-6** Refer to Impact 3.5(a), above.
- CR-7** Refer to Impact 3.5(a), above.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*
Determination: Less than Significant with Mitigation Incorporated.

Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium-grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient soils (paleosols). Such resources are also found in coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Additionally, fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion. In contrast, archaeological and historic resources are often recognized by surface evidence of their presence.

According to the City's General Plan EIR (Section 5.5, Cultural Resources), sedimentary rock units that contain significant fossil records dating back three million years are present within the Temecula Valley region. Portions of City's Planning Area are known to support archaeological and paleontological resources. Implementation of the City's General Plan will result in both new development on undeveloped lands, as well as infill development within focus areas located throughout the Planning Area. The General Plan Open Space Element identifies the goal to preserve or salvage potential archeological and paleontological resources with future development through discretionary review and mitigation monitoring, as well as to maintain an inventory of areas with known archaeological/paleontological sensitivity, and historic sites in the Planning Area; however, unknown paleontological resources may be unearthed during excavation and grading activities for specific projects. If previously undiscovered artifacts or remains are uncovered during excavation or construction activities, impacts would be considered significant. Mitigation Measure CR-8 requires the presence of an archaeological monitor during grading and specifies instructions in the event a paleontological resource is discovered. With implementation of Mitigation Measure CR-8, impacts to paleontological resources would be reduced to less than significant levels.



MITIGATION MEASURES

CR-8 Prior to Grading Permit issuance and in accordance with the *City of Temecula General Plan* Implementation Measure OS-26, *Development Review Process*, the City shall retain a qualified paleontologist to observe grading and deep excavation activities in areas where the probable presence of paleontological resources is identified.

In the event that paleontological resources are inadvertently discovered during ground disturbing activities, the qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If the fossil or fossil-bearing deposit are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by the qualified paleontologist (in accordance with Society of Vertebrate Paleontology standards, Society of Vertebrate Paleontology, 1995). The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project on the qualities that make the resource significant (Paleontological Resources Mitigation Program). The Paleontological Resources Mitigation Program shall be submitted to the City for review and approval, prior to the resumption of grading activities at the location of the find.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*
Determination: Less than Significant with Mitigation Incorporated.

It is not anticipated that human remains or informal cemetery areas are present on the project site; however, ground-disturbing activities such as grading or excavation have the potential to disturb human remains. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. California Public Resources Code Section 5097.98 and Health and Safety Code Sections 7050.5–7055 describe the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during project construction.

As required by State law, procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.”

If human remains are found during excavation, Mitigation Measure CR-9 requires that construction activities be halted in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified, and the remains have been investigated, and if determined to be Native American, the appropriate state law process has been followed, and appropriate recommendations have been made for the treatment and disposition of such remains by the Most Likely Descendant. Compliance with existing State regulations, which detail the appropriate actions necessary in the event human remains are encountered, in addition to Mitigation Measure CR-9, would ensure that potential impacts on undiscovered human remains are less than significant.

MITIGATION MEASURES

CR-9 Consistent with State CEQA Guidelines Section 15064.5, Subdivision (e), in the event of an accidental discovery or recognition of any human remains, the County Coroner



shall be notified and construction activities at the affected work site shall be halted. Further, pursuant to PRC Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall immediately notify the most likely descendant(s) under Public Resources Code Section 5097.98, and the descendants must make recommendations or state their preference for treatment within 48 hours of being granted access to the site as identified in Agreement described in Mitigation Measure CR-4.



3.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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6. GEOLOGY AND SOILS – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. **Determination: Less than Significant Impact.**

The City of Temecula, like the rest of Southern California, is located in a seismically active region as the result of being located near the active margin between the North American and Pacific tectonic plates. Several major faults exist in the region and have the potential to cause damage in the City. The project site is located within an Alquist-Priolo Earthquake Fault Zone (California Department of Conservation 1990). According to the City of Temecula's Geographic Information System, the most significant known active fault capable of seismic



ground shaking that could impact the project vicinity is the Wolf Valley Fault, which bisects Pechanga Parkway at Casino Drive South. Additionally, the Elsinore Fault(s) trend northwest-southeast approximately 0.5 mile to the north and approximately 0.25 mile to the south. The Murrieta Creek Fault also parallels Pechanga Parkway approximately 0.25 mile to the south (City of Temecula Geographic Information System 2016).

The project does not include habitable structures and is limited to the construction of roadway improvements and associated appurtenant aboveground structures (i.e. sound wall, storm drain, sewer and water, traffic signals, street lighting, raised median, and repaving activities). These improvements are not particularly at-risk to earthquake-induced damage, and would not substantially increase the potential for human loss, injury, or death as a result of fault rupture.

Development of the proposed project would include minor grading and/or other ground-disturbing activities to allow for the proposed roadway improvements. Project compliance with applicable local seismic-related requirements would reduce the potential for impacts to occur from the exposure of people or structures to potential substantial adverse effects as the result of fault rupture. The City of Temecula has prepared the *Engineering and Construction Manual* (last amended January 2013) to define the administrative procedures and technical requirements necessary to implement the provisions of Temecula Municipal Code Title 18 (Construction, Grading, and Encroachment). The *Engineering and Construction Manual* provides detailed information to regulate construction, grading, and encroachment within public rights-of-way, including roadway design standards that would be applied to the proposed project. Project conformance with the design measures provided in the *Engineering and Construction Manual*, as well as any other applicable seismic-related requirements, would ensure that project impacts relative to potential rupture of a known earthquake fault remain less than significant.

ii) *Strong seismic ground shaking? **Determination: Less than Significant Impact.***

As discussed in Impact 3.6(a)(i) above, the project site is traversed by the Wolf Valley Fault and is in close proximity to the Elsinore Fault and Murrieta Creek Fault, all of which have the potential to result in strong seismic ground shaking. Therefore, the project site could be exposed to ground shaking during seismic events. Roadway installation and the design and engineering of the roadway would be required to comply with the all City requirements in place to shield infrastructure from the effects of seismic ground shaking, including those identified under the City of Temecula *Engineering and Construction Manual*, as well as the goals and policies outlined in the City of Temecula General Plan Public Safety Element. Additionally, all structures would be constructed in compliance with the existing seismic safety regulations of the California Uniform Building Code. As described above, the project does not involve the construction of aboveground habitable structures, and its implementation would not increase the potential for human loss, injury, or death. As such, impacts would be less than significant.

iii) *Seismic-related ground failure, including liquefaction? **Determination: Less than Significant Impact.***

Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater table occurs at a relatively shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction generally results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil



particles induced by shaking or vibration. During liquefaction, soil strata typically behave similar to a heavy fluid.

According to the City of Temecula Geographic Information System, and as shown on Figure 5.6-1, Seismic Hazards, of the City's General Plan EIR, the project site is highly susceptible to liquefaction. Due to the nature of the project, settlement as the result of liquefaction following a strong seismic event would likely be minimal. Placement and compaction of any fill material for the proposed structures must be performed in accordance with the City of Temecula grading standards and to the satisfaction of a qualified geotechnical engineer, as referenced in the updated geotechnical report; refer to [Appendix D](#). In addition, the project would be required to comply with all applicable General Plan policies and local codes and regulations regulating the effects of liquefaction, including those identified under the City's *Engineering and Construction Manual*. The type of use proposed (roadway improvements) would not significantly expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground failure. A less than significant impact would occur in this regard.

iv) *Landslides? **Determination: No Impact.***

As shown on Figure 5.6-1 of the City of Temecula General Plan EIR, potential landslide conditions exist in the hillside areas of southwest Temecula with slopes greater than 15 percent. The proposed project site is not located in an area conducive to landslides, as described in the City of Temecula General Plan EIR. Further, the project does not propose the construction of buildings for human occupancy, and the relatively uniform topography of the site and adjacent land would not be conducive or prone to landslides. Therefore, no impact would occur.

b) *Result in substantial soil erosion or the loss of topsoil? **Determination: Less than Significant Impact with Mitigation Incorporated.***

Soil erosion is most prevalent in unconsolidated alluvium and surficial soils and in areas that have slopes. The roadway improvements proposed under the project would occur in a generally flat area, thus the potential for substantial soil erosion would be minimal. Nonetheless, grading and trenching during the project's construction phase would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion.

Construction activities would include site mobilization, demolition, minor grading, installation activities (sound wall, storm drain, sewer and water, traffic signals, street lighting, raised median, sound wall), and repaving activities (repaving, striping). To reduce potential impacts related to the loss of topsoil, the project would be required to meet City of Temecula grading standards, as required. Further, the project would require preparation of a stormwater pollution prevention plan (SWPPP) for approval by the City prior to grading. The SWPPP would identify site-specific best management practices (BMPs) to be implemented with the project in order to prevent erosion, minimize siltation from impacting downstream water bodies, and protect water quality (Mitigation Measure GEO-1). In addition, construction of the proposed project would be required to demonstrate compliance with the recommendations outlined in the geotechnical report prepared for the proposed improvements; refer to [Appendix D](#).

In addition, grading operations, land-clearing, loading, stockpiling, landscaping, and construction haul routes would be required to comply with SCAQMD Rule 403, Fugitive Dust Emissions. Project implementation would occur in compliance with such plans and grading standards, and in



accordance with the requirements of Mitigation Measure GEO-1. With such measures, project impacts with regard to soil erosion or the loss of topsoil would be less than significant.

MITIGATION MEASURES

GEO-1 Prior to commencement of any project grading activities, and in accordance with National Pollutant Discharge Elimination System (NPDES) requirements, the City of Temecula shall prepare a stormwater pollution prevention plan (SWPPP) for approval by the City's Public Works Department. The SWPPP shall include relevant best management practices (BMPs) in order to minimize soil erosion and water quality impacts during project construction.

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?* **Determination: Less than Significant Impact.**

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down a slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. Due to the nature of the proposed improvements, project installation is not anticipated to induce lateral spreading at the site. As noted above, while liquefaction risk is present on the project site, all improvements would be designed and constructed in conformance with the CBC seismic engineering standards, as well as with City of Temecula grading standards, as applicable.

Although the roadway (and associated) improvements would be located within a designated Alquist-Priolo Earthquake Fault Zone, the proposed project would not change the existing land use or include the provision of structures for human occupancy. As such, with implementation of the above-mentioned preventive measures that would be undertaken during project design, impacts associated with ground failure, including landslides, liquefaction, lateral spreading, and settlement, are considered to be less than significant with project compliance with the CBC and applicable local codes and construction standards. Refer also to Impacts 3.6(a)(ii) through 3.6(a)(iv), above, for additional discussion. With such measures, project impacts relative to unstable geologic units or soils would be less than significant.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?* **Determination: Less than Significant Impact.**

Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. Project construction would be implemented based on the recommendations of a geotechnical engineer, as part of the final design process. Further, the project involves the construction of roadway infrastructure and does not include habitable structures that would increase the potential for substantial risk to life or property. As applicable, any import fill used would consist of granular materials with a "low" expansion potential (EI of 50 or less) and would be tested by the project geologist prior to use to evaluate its suitability as fill material, consistent with the recommendations of the geotechnical report. Project conformance with such measures would ensure that impacts relative to expansive soils would be less than significant.



- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? **Determination:** **No Impact.***

As a roadway improvement project, the installation of septic tanks or alternative wastewater disposal systems is not proposed, and wastewater disposal would not be required. No impact would occur.



3.7 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* **Determination: Less than Significant Impact.**

There is scientific consensus that the contribution of greenhouse gas (GHG) emissions into the atmosphere is resulting in the change of the global climate. The global average temperature is expected to increase relative to the 1986–2005 period by 0.3 to 4.8 degrees Celsius (°C) (0.5-8.6 degrees Fahrenheit [°F]) by the end of the twenty-first century (2081–2100), depending on future GHG emission scenarios (IPCC 2013). According to the California Natural Resources Agency, temperatures in California are projected to increase 2.7°F above 2000 averages by 2050 and, depending on emission levels, 4.1–8.6°F by 2100 (CNRA 2012). Physical conditions beyond average temperatures could be indirectly affected by the accumulation of GHG emissions. For example, changes in weather patterns resulting from increases in global average temperature are expected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. The Global Warming Solutions Act, also known as Assembly Bill (AB) 32, is a legal mandate requiring that Statewide GHG emissions be reduced to 1990 levels by 2020.

Construction of the proposed project would generate GHG emissions. During project construction, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHG emissions such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 California Code of Regulations Section 15064.4(a)).

A number of expert agencies throughout the State have drafted or adopted varying threshold approaches and guidelines for analyzing operational GHG emissions in CEQA documents. The different thresholds include (1) compliance with a qualified GHG reduction strategy, (2) performance-based reductions, (3) numeric "bright-line" thresholds, and (4) efficiency-based



thresholds. The California Supreme Court decision in the Centers for Biological Diversity et al. v. California Department of Fish and Wildlife, the Newhall Land and Farming Company (November 30, 2015, Case No. S217763) confirmed that when an “agency chooses to rely completely on a single quantitative method to justify a no-significance finding, CEQA demands the agency research and document the quantitative parameters essential to that method.”

As noted earlier, AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. Efficiency-based thresholds represent the rate of emission reductions needed to achieve a fair share of California’s GHG emissions reduction target established under AB 32. In adopting AB 32, the Legislature determined the necessary GHG reductions for the State to make in order to sufficiently offset its contribution to the cumulative climate change problem to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of GHGs. As such, compliance with AB 32 is the current adopted basis upon which an agency can base its significance threshold for evaluating a project’s GHG impacts; however, it is acknowledged that Executive Orders S-03-05 and B-30-15, Senate Bill (SB) 375, and the recently signed legislation of SB 32 will ultimately result in GHG emissions reduction targets for CEQA projects for years beyond 2020.

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric “bright-line” threshold of 3,000 metric tons per year of carbon dioxide equivalent (CO₂eq)⁶ for all non-industrial projects. These efficiency-based thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed to assist SCAQMD’s efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General’s Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The numeric “bright line” was developed to be consistent with CEQA requirements for developing significance thresholds, is supported by substantial evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant.

Emissions resulting from implementation of the proposed project have been quantified and the quantified emissions are compared with the SCAQMD GHG threshold. The anticipated GHG emissions during project construction are shown in Table 3.7-1, Greenhouse Gas Emissions – Project Operations (Metric Tons per Year). Construction emissions are amortized over 30 years per SCAQMD guidance.⁷

Table 3.7-1: Greenhouse Gas Emissions – Project Operations (Metric Tons per Year)

Emissions Source	CO ₂ eq
Annual Roadway Construction emissions amortized over 30 years	2.2
SCAQMD Potentially Significant Impact Threshold	3,000
Exceed SCAQMD Threshold?	No
Source: CalEEMod, version 2016.3.1. See <u>Appendix A, Air Quality and Greenhouse Gas Emissions Data</u> .	

⁶ Carbon Dioxide Equivalent (CO₂eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

⁷ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).



Similar to the emission of criteria air pollutants discussed above, none of the components of the proposed project would include the provision of new permanent stationary or mobile sources of GHG emissions. Therefore, by its nature, the project would not generate quantifiable GHG emissions from long-term operations. The project does not propose any new buildings and therefore no permanent source of stationary source or energy source GHG emissions. In addition, once completed, the project would not result in a permanent increase in traffic. The proposed project would accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, improve safety on roadways, and provide better access to regional transportation routes. The project would be designed to accommodate additional traffic volumes and would not directly generate new traffic or increase the number of vehicles along the roadway.

Additionally, the project improves a non-motorized transportation option by providing a sidewalk for pedestrians. Traffic conditions after the project is constructed are expected to be the same as or slightly better than existing traffic conditions. Therefore, the project would not result in new permanent stationary or mobile sources of GHG emissions.

As depicted in [Table 3.7-1](#), GHG emissions projected to result from construction (amortized over 30 years per SCAQMD guidance) of the proposed project would not exceed the SCAQMD greenhouse gas threshold. The impact is therefore considered less than significant.

- b) *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* **Determination: Less than Significant Impact.**

Although the City of Temecula has not adopted a GHG reduction plan, the project would be below the SCAQMD's GHG threshold (see Impact 3.7(a) above). Furthermore, as previously mentioned, AB 32 is the legal mandate requiring that Statewide GHG emissions be reduced to 1990 levels by 2020. In addition, Statewide goals for GHG reductions in the years beyond 2020 have been recently codified into State law with the passage of Senate Bill (SB) 32. Signed into law on September 2016, SB 32 codifies the 2030 target in the recent Executive Order B 30 15 (40 percent below 1990 levels by 2030). The bill authorizes the State board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. At the time of writing this Initial Study, however, no specific policies or emissions reduction mechanisms have been established.

SCAG's 2016–2040 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and establishes an overall GHG target for the region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of SB 32. The 2016 RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six-county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of



transportation and land use strategies that help the region achieve State GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently. The proposed project's consistency with the RTP/SCS goals is analyzed in detail in [Table 3.7-2, Consistency with SCAG's Regional Transportation Plan/Sustainable Communities Strategy Goals](#). As shown, the project would not result in conflict with RTP/SCS goals.

**Table 3.7-2: Consistency with SCAG's Regional Transportation Plan/
Sustainable Communities Strategy Goals**

SCAG Goals	Compliance with Goal
GOAL 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
GOAL 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Improvements to the transportation network in Temecula are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. The objective of the proposed project is to widen Pechanga Parkway from a four lane (110 feet width) facility to six lanes (134 feet width) in order to accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, improve safety on roadways, and provide better access to regional transportation routes.
GOAL 3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of transit in Temecula are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Temecula, County of Riverside) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
GOAL 4: Preserve and ensure a sustainable regional transportation system.	Consistent: The objective of the proposed project is to widen Pechanga Parkway in order to accommodate existing and predicted traffic demands. All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
GOAL 5: Maximize the productivity of our transportation system.	Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis.
GOAL 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's transportation system. The objective of the proposed project is to reduce traffic congestion, improve safety on roadways, and provide better access to regional transportation routes.
GOAL 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable
GOAL 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to RTP/SCS Goal 6.



Table 3.7-2, continued

SCAG Goals	Compliance with Goal
GOAL 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: The City of Temecula monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (e.g., Riverside County Transportation Department, Caltrans, SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Riverside's emergency management plans (e.g., Riverside County Operational Area Emergency Operations Plan) developed in accordance with the State and federal mandated emergency management regulations.

Additionally, the City of Temecula Sustainability Plan was adopted in June 2010 to address sustainability and climate change goals. The Sustainability Plan incorporates several goals for reducing greenhouse gases, energy, and water use, planning intelligently for growth, reducing waste, and championing emerging technologies (Temecula 2010, p. 5). The proposed project would be required to demonstrate compliance with the applicable sustainability goals outlined in the Sustainability Plan in order to reduce the City's energy consumption and greenhouse gas production. In order to reduce energy use and promote clean energy production, the Sustainability Plan incorporates the following two goals which would be applicable to the proposed Project:

- Reduce energy consumption throughout the community through the use of the latest technology, practices, and programs that support this goal
- Support the use of clean energy throughout the community through use of the latest technology, practices, and programs

In order to improve mobility throughout the community, the Sustainability Plan offers the following five goals which would be applicable to the proposed Project:

- Create a flexible network of alternative modes of transportation
- Distribute trip types among all modes of transportation (vehicle, transit, pedestrian, bicycle, etc.)
- Maintain physical roadway condition along transit corridors
- Improve the transportation system to better connect jobs, housing, schools, shopping and recreational uses

As designed, the proposed Project would uphold the applicable Sustainability Goals identified in the Sustainability Plan. Compliance with these goals would ensure that the proposed project does not conflict with an adopted plan, policy, or regulation pertaining to GHGs. As such, the proposed project would not conflict with any applicable plans or policies adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.



3.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **Determination: Less than Significant Impact.**

The routine transport, use, and disposal of hazardous materials can result in hazards to the public through the potential for accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and storage and distribution facilities.

Construction of the proposed project may result in temporary hazards related to transport and use of hazardous materials, including those used for construction vehicle use and maintenance (i.e., diesel fuel, motor oil, etc.). During project construction, contractors would be required to



uphold standard best management practices to ensure that all hazardous materials are stored, transported, and disposed of in accordance with federal and State law. Conformance with these standards would effectively avoid and minimize significant hazards related to the transport, use, and disposal of hazardous materials and would reduce the project's impacts to less than significant levels.

Project operations (roadway corridor) would not involve a land use creating a significant hazard to the environment due to the routine transport, use, or disposal of hazardous materials. Operation of the roadway would be similar to that as occurs under existing conditions, but with improved traffic flows and reduced congestion, due to the addition of the two proposed travel lanes. As such, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No significant operational impacts would occur.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*
Determination: Less than Significant Impact.

Refer to Impact 3.8(a), above. During the short-term excavation and construction period, there is the possibility of accidental release of hazardous substances such as spilling of petroleum-based fuels, lubricants, and other materials used for construction equipment. During construction of the proposed project, contractors would be required to use standard construction safety procedures and controls that would avoid and minimize the potential for accidental release of hazardous substances into the environment. Standard construction best management practices would be observed such that any hazardous materials released are appropriately contained and remediated as required by local, State, and federal law. Conformance with these standards would reduce impacts related to the accidental release of hazardous materials into the environment to less than significant levels.

The proposed project would not alter any existing land uses along the affected segment of Pechanga Parkway. Therefore, following project implementation, the roadway would continue to operate as it presently does under current conditions, with exception of the additional travel lanes and other enhancements. The use of limited amounts of hazardous materials (i.e. maintenance vehicles and equipment, oil, gasoline, solvents, etc.) may be required during periodic maintenance activities, as needed; however, such activities would be temporary and typical of similar activities that currently occur along the roadway corridor. The proposed improvements would not result in long-term operational effects related to hazardous materials release. No long-term impacts would occur in this regard.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* **Determination: Less than Significant Impact.**

Great Oak High School is located approximately 0.6 mile southeast; Helen Hunt Jackson Elementary School is located approximately 0.7 mile to the northeast; Temecula Luiseno Elementary School is located approximately 0.6 mile to the northwest; and, Erle Stanley Gardner Middle School is located approximately 0.4 mile to the north of the site. No schools are located within one-quarter mile of the project site.

As stated in Impact 3.8(a), minor quantities of hazardous materials used during project construction would be subject to existing standard best management practices to ensure that all hazardous materials are stored, transported, used, and disposed of in accordance with federal and State law. Operation of the proposed project would not involve the routine use of hazardous



materials, and periodic roadway maintenance activities would only require the use of limited quantities of potentially hazardous materials on a short-term, temporary basis when needed. A less than significant impact would occur in this regard.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? **Determination: No Impact.***

Refer to Impact 3.8(b), above. According to the California Department of Toxic Substances Control (2016) EnviroStor database, there are no listed hazardous sites identified within, or immediately adjacent to, the affected roadway segment. The closest listed site(s) is the (former) Wolf Creek Elementary School and Wolf Creek Middle School, previously located approximately 0.4 mile to the north. No impacts would occur in this regard.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area? **Determination: No Impact.***

French Valley Airport is a Riverside County-owned public-use airport located on State Route (SR) 79, north of Temecula in its sphere of influence, and adjacent to the City of Murrieta's eastern boundary. The Riverside County Airport Land Use Compatibility Plan establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The proposed project site is located approximately 7.5 miles southeast of French Valley Airport and is located beyond the French Valley Airport land use influence area. The project site is not located within any compatibility zones identified in the Riverside County Airport Land Use Compatibility Plan. Further, as a roadway improvement project, the project does not propose the installation of aboveground structures that could represent a safety hazard to air traffic. Therefore, no impact would occur.

- f) *For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? **Determination: No Impact.***

According to the Federal Aviation Administration's (2016) airport database, the Billy Joe Airport (private airstrip) is located approximately 3.8 miles northeast of the project site. Due to distance from the project site, and the nature of the roadway improvements proposed (widening and traffic control, circulation, and utility installations), the airport would not be impacted by construction or operation of the proposed project. Therefore, no impact would occur.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **Determination: Less than Significant Impact.***

While the proposed project will minimally impact traffic flow during the temporary construction period, it would not conflict with or interfere with emergency evacuation of the project area. Project construction would not substantially interfere with traffic circulation, as emergency access to Pechanga Parkway would be maintained during project construction. The overlying objective of the Pechanga Parkway Widening Project is to incorporate various improvements along Pechanga Parkway. The project would improve traffic flows along the affected corridor by enabling the roadway to accommodate additional vehicles and reducing traffic delays and congestion. As such, the proposed improvements may enhance the roadway's function as an emergency access route, if necessary. No revisions to an adopted emergency plan would be required as a result of the proposed project. Impacts in this regard would be less than significant.



- h) *Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?* **Determination: Less than Significant Impact.**

As indicated in the City's General Plan EIR Hazards and Hazardous Materials section, undeveloped areas, such as in the eastern, southern, and southeastern portions of the Planning Area, have the highest fire danger, due to expansive areas of vegetation that may fuel wildfires. Any new development within the Planning Area would have the potential to expose additional people and structures to wildland fire hazards.

The City has adopted the Hazardous Vegetation Ordinance (City of Temecula Municipal Code Title 8 Section 16) which requires every property owner to remove all hazardous or flammable vegetation on their property constituting a fire hazard that may endanger or damage neighboring property. In addition, the Temecula Fire Department and the County of Riverside Fire Department sponsor outreach and awareness programs to educate residents about fire dangers and what they can do to protect themselves and their homes.

The General Plan Public Safety Element includes policies and implementation programs that direct the City to reduce the potential for wildfire by concentrating development in previously-developed areas where the risk of wildland fire is lower; to protect hillside areas from expansion of the urban-wildland interface; to encourage residents to plant and maintain drought-resistant, fire retardant landscape species on slopes to reduce the risk of brush fire and soil erosion; and, to work with the City Fire Department to control hazardous vegetation.

The segment of Pechanga Parkway affected by the proposed project is generally surrounded by urban development; however, several large undeveloped parcels are present along the corridor to either side of Wolf Valley Road that may be susceptible to wildland or grassland fires.

According to the California Department of Forestry and Fire Protection (2007) Fire and Resource Assessment Program (FRAP) map, the project site is located in an area designated as a local responsibility area (LRA). The City of Temecula Geographic Information System has designated the eastern portion of the project site and its surrounding areas as a high fire area, indicating that the risk for wildfire events to occur is considered to be high;⁸ however, the project would not include the development of any new residential units or habitable structures that would be at risk to wildland fire. Additionally, the undeveloped parcels which border the corridor are subject to routine weed abatement activities in order to minimize their potential risk to wildland fire. Impacts would be less than significant in this regard.

⁸ City of Temecula Geographic Information System, High Fire GIS Layer.
<http://gis.cityoftemecula.org/Html5Viewer/?viewer=CityOfTemecula>. Accessed October 20, 2016.



3.9 HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Would the project:

- a) *Violate any water quality standards or waste discharge requirements?* **Determination: Less than Significant Impact with Mitigation Incorporated.**

Surface water quality is subject to federal, State, and local water quality requirements administered and enforced by the US Environmental Protection Agency (USEPA), the California State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB) with cooperation from each county. The principal law governing pollution of the nation's surface waters is the Clean Water Act (formerly the Federal Water Pollution Control Act). Under the Clean Water Act, regulatory requirements for industrial and municipal dischargers were set, as well as requirements for states to adopt water quality standards.

Further, the City of Temecula implements its Jurisdictional Runoff Management Plan (JRMP) which describes the City's urban runoff management programs implemented to comply with the requirements of the National Permit Discharge Elimination System (NPDES) MS4 Permit. The City of Temecula Storm Water Ordinance (City of Temecula Municipal Code Title 8.28) is also implemented to address water quality and outlines the City's NPDES requirements in accordance with the NPDES MS4 Permit.

A Water Quality Management Plan was prepared to evaluate potential project effects on hydrology and water quality; refer to Appendix E, Project Specific Water Quality Management Plan, prepared by Michael Baker International (August 2016). Project implementation would result in ground disturbance from excavation and grading activities, thereby loosening onsite soils and increasing the potential for erosion and sedimentation deposition, as well as polluted runoff from the site, to occur. Water discharge from project construction may consist of oil and grease, trash, heavy metals, and pathogens, as well as other potential pollutants. These potential discharges can be of concern for development projects, as damage to downstream water bodies can occur. Regulation of discharges into these waters is the responsibility of the SWRCB.

Additionally, the proposed project is required to comply with the latest adopted National Pollution Discharge Elimination System (NPDES) Permit. Compliance with the NPDES Permit would mitigate any project-level impacts to water quality to a level of less than significant.

During the grading phase of the proposed project, potential runoff into the surrounding drainage system could cause sediment, oil, and other construction debris to contaminate downstream water bodies. The SWRCB has adopted General Permit number CAS000002-Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). This permit applies to most construction-related runoff within the State. The General Permit requires that all grading permits for projects over one acre are required to submit a SWPPP that outlines Best Management Practices (BMPs) that will be used on the project site to keep all sediment resulting from grading activities retained onsite. Prior to issuance of any grading or building permit, Mitigation Measure GEO-1 requires preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the City's Public Works Department; refer also to Impact 3.6(b), above. Implementation of the SWPPP would reduce potential runoff and pollutants associated with project construction activities to the maximum extent feasible, thereby minimizing potential short-term water quality impacts.

Additionally, in accordance with the Riverside County Drainage Area Management Plan (DAMP), City of Temecula Jurisdictional Runoff Management Plan for urban runoff management, and the City of Temecula Storm Water Ordinance, BMPs identified in the WQMP prepared for the project would be implemented during the post-construction/operation phase. The City would be required



to demonstrate compliance with each of the recommendations detailed in the study, and other such measure(s) the City deems necessary to reduce potential water quality impacts.

With project conformance with applicable federal, State, and local regulations and requirements, as well as through project design and incorporation of the identified BMPs, the project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

GEO-1 Refer to Impact 3.6(b) above.

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Determination: Less than Significant Impact.

According to the City's General Plan Open Space/Conservation Element, Rancho California Water District (RCWD) supplies most of the domestic and commercial water to Temecula, paid for by user fees. Water to supply the City is drawn from the Murrieta-Temecula groundwater basin and supplemented with imported water from the Metropolitan Water District (MWD). This aquifer is recharged by underflow, surface flow from the creeks in the area, and by direct precipitation in the valley. The General Plan indicates that in 2005, local groundwater provided 35 percent of the City's water supplies, with 26 percent of supplies being provided by local groundwater under future/buildout conditions. Other water sources include reclaimed water and untreated MWD water used for groundwater recharge.

Public water service for the landscaped medians proposed with the project will continue to be provided by RCWD. As such, a portion of the water supply to serve the site would continue to (indirectly) come from local groundwater reserves. Project implementation would not require an increase in RCWD water supplies that would necessitate the provision of a "will serve" letter. As such, increased groundwater pumping would not occur with project implementation.

Additionally, long-term operation and maintenance could have the potential to interfere with groundwater recharge, due to an increase in impervious surfaces with development of the proposed project; however, by minimizing the amount of grading and generally maintaining existing drainage patterns, the project would reduce potential adverse effects on local groundwater recharge. Design measures and BMPs would be implemented to ensure that stormwater runoff volumes from the site do not increase. Additionally, project compliance with existing agency regulatory programs, including General Plan goals and policies, would further reduce potential impacts on groundwater supplies. As such, project operations would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level results. Impacts would be less than significant.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite?* **Determination: Less than Significant Impact with Mitigation Incorporated.**

As indicated in the WQMP for the project, existing drainage patterns would be maintained with the project as designed, and therefore, the site does not disperse runoff to adjacent pervious



area. As part of the proposed project, improvements would be made to the existing storm drain system to enhance the ability of the system to accommodate runoff during storm events.

Construction impacts that may result in on- or offsite erosion or siltation would be minimized to less than significant levels by the implementation of BMPs set forth in the SWPPP (included as Mitigation Measure GEO-1); refer also to Impact 3.6(b), above. Operational impacts related to siltation or erosion would be minimized to less than significant levels by the development and use of standard stormwater drainage features. Therefore, the proposed project is not anticipated to alter the existing drainage pattern of the site and would not result in substantial erosion or siltation onsite or offsite. Impacts are considered to be less than significant with mitigation incorporated.

MITIGATION MEASURES

GEO-1 Refer to Impact 3.6(b) above.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? **Determination: Less than Significant Impact.***

The project site is relatively flat and includes existing paved surfaces associated with Pechanga Parkway. Refer to the response under Impact 3.8(c). The project would result in minimal alterations of the existing drainage pattern of the project site, and would not require traversing any streams or rivers. A less than significant impact related to on- and offsite flooding would occur.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? **Determination: Less than Significant Impact.***

Refer to Impacts 3.9(a) and 3.9(c), above. The proposed project would result in increased impervious surface area, as the roadway would be widened along the approximate 3,500 foot-long segment. As designed, the project would not increase peak flow rates leaving the site, and discharge velocities would not be increased, as compared to existing conditions. The site is located immediately adjacent to an existing storm drain channel. The project would not cause flooding downstream, nor would it hydraulically impact onsite or downstream storm water infrastructure (runoff discharges to Wolf Valley Creek). Additionally, storm drain improvements are proposed with the project to ensure that such infrastructure can adequately continue to accommodate flows from the site and surrounding areas. Therefore, the project would not contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

- f) *Otherwise substantially degrade water quality? **Determination: Less than Significant Impact with Mitigation Incorporated.***

Refer to Impacts 3.9(a) and 3.9(e) above. With the implementation of BMPs, Mitigation Measure GEO-1, and compliance with established federal, State, and local regulations, the project would not substantially degrade water quality. Thus, a less than significant impact would occur.

MITIGATION MEASURES

GEO-1 Refer to Impact 3.6(b) above.



- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? **Determination: No Impact.***

According to Figure 5.7-1, Flood Hazards and Dam Inundation Areas, of the City's General Plan EIR, the project site is not located within a 100-year flood zone. As a roadway improvement project, the project would not involve the development of any new residential housing. Therefore, housing units would not be developed or placed within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No impact would occur.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows? **Determination: No Impact.***

See Impact 3.9(g), above. The project site is not located within a 100-year flood zone. No aboveground structures are proposed with the project. Therefore, implementation of the proposed project would not result in impacts relative to placing structures that would impede or redirect flood flows. No impact would occur.

- i) *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? **Determination: Less than Significant Impact.***

Refer to Impacts 3.9(g) and (h), above. In regard to levee or dam failure, the project site is downstream of three reservoirs - Lake Skinner (located approximately 8.5 miles to the north), Diamond Valley Lake Dam (located approximately 13.6 miles to the northeast), and Vail Lake (located approximately 7.5 miles to the northeast). According to Figure 5.7-1, Flood Hazards and Dam Inundation Areas, of the City's General Plan EIR, the project site is not located within a dam inundation area.

While potential accidental release could impact the project site, as indicated in the City of Temecula General Plan EIR, with incorporation of State and federal regulations, in conjunction with the *City of Temecula Multi-Hazard Functional Plan*, such impacts would be less than significant. As such, with conformance to such measures, project impacts from flooding as a result of the failure of a levee or dam are considered to be less than significant.

- j) *Inundation by seiche, tsunami, or mudflow? **Determination: No Impact.***

The proposed project site is located approximately 23.5 miles inland from the Pacific Ocean. Local large bodies of water, including Lake Skinner (located approximately 8.5 miles to the north), Diamond Valley Lake Dam (located approximately 13.6 miles to the northeast), and Vail Lake (located approximately 7.5 miles to the northeast), are also distanced from the project site. As such, the possibility for the occurrence of seiche or tsunami impacting the project area is considered to be remote. Further, the 3,500 foot-long affected segment of Pechanga Parkway is located within a generally flat area, and the risk of mudflows and seiche is considered to have a very low risk potential for damage. No impact would occur.



3.10 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) *Physically divide an established community?* **Determination: No Impact.**

According to the City of Temecula General Plan, the parcels adjacent to the project site include Low Medium Density Residential (LM) and Specific Plan (SP) to the north; Tribal Trust Lands (TTL) and SP to the south; LM and TTL to the west; and SP to the east. According to the City of Temecula General Plan Land Use Map, the parcels adjacent to the project site are designated as LM to the north; LM and TTL to the south; LM and TTL to the west; and LM, Medium Density Residential (M), Neighborhood Commercial (NC), and Community Commercial (CC) to the east.

The project site, which includes an approximately 3,500 foot segment of the existing roadway (Pechanga Parkway) between Via Gilberto and North Casino Drive, consists of improved road ROW, as well as pedestrian facilities and an existing flood control channel. There are a number of overhead and underground utilities which serve the surrounding area that are located within the existing road right of way. These utilities include a fiber optics cable, electrical utilities, gas, storm drain, sewer, recycled water and domestic water. A number of existing above-ground utility appurtenances (street lighting and signals) would be relocated during the project construction process. Additionally, the flood control facilities that run parallel to Pechanga Parkway would require modification to accommodate the widened roadway.

Implementation of the project would in no way divide an established community. All roadway improvements would occur within existing Pechanga Parkway ROW, and no private property acquisition would be required. The project would result in the widening of the roadway and associated improvements for circulation purposes (i.e. median, sidewalk, etc.) within the public ROW. As indicated previously, the affected roadway segment is presently adjoined by a mixture of land uses including residential, commercial, and Tribal lands. The proposed increase in roadway capacity is anticipated to improve area circulation opportunities along Pechanga Parkway to further advance community connectivity. The project would add no additional barriers to any such barriers that may presently exist (i.e. vehicle speeds, multiple travel lanes with median, etc.). As such, the project would not divide an established community, and no impact would occur in this regard.

- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or*



zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
Determination: Less than Significant Impact.

As a roadway, Pechanga Parkway does not have a City of Temecula General Plan land use designation or zoning designation; however, project implementation would require an amendment to the City of Temecula General Plan Circulation Element in order to reflect the Pechanga Parkway's change from Major Arterial to Principal Arterial. As noted in Table 2.5-1, Required Permit Approvals, the City of Temecula would update the General Plan Circulation Element in order to reflect this roadway designation change as part of the project approval process. As such, project implementation would result in less than significant impacts related to conflicts with City of Temecula land use or zoning plans, policies, or regulations.

The roadway widening activities proposed under the project could affect adjacent tribal trust land uses under the jurisdiction of the Pechanga Band of Luiseño Indians; however, any acquisition of easements related to this land would be subject to the regulations issued by the Bureau of Indian Affairs under 25 Code of Federal Regulations (CFR) 169. In compliance with 25 CFR 169, the City of Temecula would coordinate with the Pechanga Band of Luiseño Indians to identify the land requirements which would be affected through project implementation, survey the proposed acquisition, identify ownership, and appraise the property. Further, project implementation would benefit circulation opportunities for the Pechanga Band of Luiseño Indians and would improve accessibility to lands under the Tribe's jurisdiction. Therefore, the project is anticipated to result in a less than significant impact with regard to conflicts with an applicable land use plan, policy, or regulation.

The project site does not include land area subject to specific plans or local coastal programs. No impacts would occur in this regard.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*
Determination: No Impact.

Refer to Response 3.4(f) above. Project implementation would not affect areas under the jurisdiction of the Western Riverside County MSHCP or any other habitat conservation plan or natural community conservation plan. No impact would occur.



3.11 MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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11. MINERAL RESOURCES – Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? **Determination: Less than Significant Impact.**

The State Mining and Geology Board (SMGB) has established Mineral Resources Zones (MRZs) to designate lands that contain mineral deposits. The classifications used by the State to define MRZs are as follows:

- MRZ-1: Areas where the available geologic information indicates no significant likelihood of significant mineral deposits.
- MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.
- MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- MRZ-3a: Areas where the available geologic information indicates that mineral deposits exist, however, the significance of the deposit is undetermined.
- MRZ-3b: Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.
- MRZ-4: Areas where there is not enough information available to determine the presence of a known mineral deposit.

The California State Geologist has classified areas into MRZs and Scientific Resource Zones (SRZs). The zones identify the Statewide or regional significance of mineral deposits based on the economic value of the deposits and accessibility. Within the Temecula Planning Area, the zoning classification of MRZ-3a has been applied. The MRZ-3 areas contain sedimentary deposits that have the potential to supply sand and gravel for concrete and crushed stone for aggregate; however, these areas are not considered to contain deposits of significant economic value, based on available data.

Therefore, the project site is located in an area classified as MRZ-3a. Additionally, the State (California Department of Conservation 2015) has not identified the project site as having mineral resources that could be of value to the region and residents of the State. As such, a less than significant impact would occur.



- b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?* **Determination: Less than Significant Impact.**

Refer to Impact 3.11(a). As stated above, the City of Temecula General Plan designates the project site as MRZ-3a. The project is not forecasted to result in the loss of availability of a locally important mineral resource recovery site. A less than significant impact would occur.



3.12 NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear (A-weighted decibels or dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted for understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response (FICON 1992).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and



the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources (i.e., construction) typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source.

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the “line of sight” between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

Would the project result in:

- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* **Determination: Less than Significant with Mitigation Incorporated.**

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions; however, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

Construction Noise

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would occur over approximately six months. Construction activities would include demolition, grading, paving, and roadway construction. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial site preparation. This phase of construction has the potential to create the highest levels of noise; however, it is generally the shortest of all construction phases. Typical noise levels generated by construction equipment are shown in Table 3.12-1, Maximum Noise Levels Generated by Construction Equipment. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).



Table 3.12-1: Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor ¹	Lmax at 50 Feet (dBA)
Concrete Saw	20	90
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85
Jackhammer	20	89
Note: 1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.		
Source: Federal Highway Administration, <i>Roadway Construction Noise Model (FHWA-HEP-05-054)</i> , January 2006.		

Sensitive uses closest to the project site include single-family residential communities directly adjacent to the project on either side of Pechanga Parkway. These sensitive uses may be exposed to elevated noise levels during project construction; however, as the project involves the widening of a roadway, construction noise would not be concentrated in one location for extended periods of time. Construction equipment would move in a linear fashion along the project area. Furthermore, the residential communities to the west of the project site are screened by noise-reducing sound walls, which can reduce traffic noise between approximately 3 to 5 dB (FHWA 2006). The residential communities to the east are screened by approximately 160 feet of buffer space in addition to noise-reducing sound walls. These residences would experience approximately 13.8 dB of sound reduction due to distance attenuation (considering a construction-noise attenuation rate of 6 dB per doubling distance as described above) and approximately 3 dB of attenuation due to the intervening sound wall (FHWA 2006).

Construction noise in Temecula is regulated by City of Temecula Municipal Code Chapter 9.20, which identifies standards, specific noise restrictions, exemptions, and variances for sources of noise in the city. Section 9.20.60 establishes additional standards for various noise sources. Specifically, Section 9.20.60(D) restricts construction activity such that no person may engage in or conduct construction activity when the construction site is within one-quarter mile of an occupied residence, between the hours of 6:30 PM and 7:00 AM, Monday through Friday, and may only engage in or conduct construction activity between the hours of 7:00 AM and 6:30 PM. on Saturday. The Municipal Code section prohibits construction activity on Sundays and nationally recognized holidays. The proposed project would be required to comply with the construction time limitations identified in Section 9.20.60 of the Temecula Municipal Code.

Due to the temporary nature of construction, coupled with the fact that construction-related noise is a generally accepted reality in urbanized environments, the City of Temecula does not promulgate standards for construction-generated noise. Adherence to the permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Implementation of Mitigation Measure NOI-1 would ensure that project construction complies with allowable hours for construction noise and requires construction equipment to be equipped



with properly operating and maintained mufflers and other State required noise attenuation devices to further minimize impacts. Thus, a less than significant noise impact would result from construction activities.

MITIGATION MEASURES

NOI-1 Prior to initiation of construction, the City of Temecula shall ensure that the following measures are incorporated into construction contract documents:

- All construction equipment, fixed, or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.
- A construction notice shall be mailed to residents within a 150-foot radius of the project and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
- All construction, maintenance, or demolition activities associated with the proposed project shall be limited to the hours between 7:00 AM and 6:30 PM Mondays – Saturdays. All construction on Sundays and National holidays shall be prohibited.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.).
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction equipment staging areas shall be located away from adjacent sensitive receptors.

Operational Noise

The proposed project would not introduce a new noise-generating source. The project would accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, improve safety on roadways, and provide better access to regional transportation routes. Due to the expansion of the Pechanga Resort & Casino and continued residential development along Pechanga Parkway, additional roadway capacity to meet existing and future needs has been identified. In response to high traffic volumes, the proposed project would continue the 2009 Pechanga Parkway Phase II improvements. Although the project would be designed to accommodate additional traffic volumes, the proposed improvements would not directly generate new traffic or increase the number of vehicles along the roadway. Furthermore, as previously described, a 3 dBA change in the existing ambient noise level is required in order to instigate a perceivable/noticeable difference in the ambient noise environment. According to the California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), a doubling of traffic on a roadway is required in order to result in an increase of 3 dB (a barely perceptible increase). The proposed widening of Pechanga Parkway from four lanes to six lanes would not accommodate a doubling of existing traffic, and thus, would not result in a perceptible increase traffic noise levels. The Project would also include the installation of a noise-reducing sound wall which would further minimize operational traffic noise. Lastly, Section 9.20.60 of the City of Temecula Municipal Code exempts motor vehicles, other than off-highway vehicles, from City noise standards (this exemption does not include sound



emanating from motor vehicle sound systems). A less than significant impact would occur in this regard.

- b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* **Determination: Less than Significant Impact.**

Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. This impact discussion utilizes Caltrans' recommended standard of 0.2 inches per second (in/sec) peak particle velocity with respect to the prevention of structural damage for normal buildings. The nearest residential structures to the project site are located to the west of the project site at approximately 25 feet; however, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Table 3.12-2, Typical Construction Equipment Vibration Levels, displays vibration levels for typical construction equipment.

Table 3.12-2: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (inches/second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.059
Jackhammer	0.035
Small Bulldozer/Tractors	0.003
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006. Table 12-2; Caltrans (California Department of Transportation), Transportation- and Construction-Induced Vibration Guidance Manual, 2004.	

Based on the vibration levels presented in Table 3.12-2, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.089 in/sec peak particle velocity at 25 feet. Therefore, the use of virtually any type of construction equipment would most likely not result in a groundborne vibration velocity level above 0.2 in/sec and predicted vibration levels at the nearest off-site structures would not exceed recommended criteria. Additionally, this would be a temporary impact and would cease completely when construction ends. Once operational, the project would not be a source of groundborne vibration. Impacts would be less than significant.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* **Determination: Less than Significant Impact.**

Refer to Impact 3.12(a). The proposed project would accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, improve roadway safety, and provide better access to regional transportation routes. The project would be designed to accommodate additional traffic volumes and would not directly generate new traffic or increase the number of vehicles along the roadway. The proposed widening of Pechanga Parkway would not result in a perceptible increase traffic noise levels. Long-term noise generated by the addition of two travel lanes in order to widen Pechanga Parkway from four lanes to six lanes would be less than significant.



- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **Determination: Less than Significant with Mitigation Incorporated.***

Refer to Impact 3.12(a).

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels? **Determination: No Impact.***

The nearest airport to the project site is the Billy Joe Airport (private), located approximately 3.6 3.8 miles to the northeast. The nearest public airport to the project site is the French Valley Airport, located approximately 7.5 miles north. The proposed project is not located within an airport land use plan. Further, there is no public airport, public use airport, or private airstrip located within 2 miles of the project site. Therefore, no impacts would occur in this regard.

- f) *For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels? **Determination: No Impact.***

Refer to Impact 3.12(e). No impacts would occur in this regard.



3.13 POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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13. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* **Determination: Less than Significant Impact.**

The City of Temecula's General Plan Land Use Element provides capacity for a population of 113,421 within the current City limits in 2025 (existing population of 106,289 as of 2014⁹). If buildout is achieved by 2025, development pursuant to the General Plan would result in a population increase of approximately four percent per year, based upon planned land uses – specifically, new housing units.

As a roadway improvement project, the proposed project would not directly induce area population growth through the introduction of new residential housing. No housing or commercial businesses are associated with project development.

The proposed roadway widening is not anticipated to significantly induce area growth, due to the nature of the improvements proposed. The affected segment of Pechanga Parkway is an existing transportation facility surrounded by existing residential, commercial, and other land uses. Pechanga Parkway functions as a primary north-south arterial for the southern portion of the City of Temecula circulation network. In response to high traffic volumes, the proposed project would continue the 2009 Pechanga Parkway Phase II improvements which widened Pechanga Parkway to a six-lane facility from State Route 79 South (Temecula Parkway) to Via Gilberto and a four-lane facility from Via Gilberto to Wolf Valley Road.

No roadway extensions would occur, just the addition of two new travel lanes (and associated improvements) to accommodate existing and anticipated vehicular traffic and relieve congestion along the corridor. As such, the project is not anticipated to induce substantial population growth in the area, either indirectly or directly. A less than significant impact would occur in this regard.

⁹ ESA, *Altair Specific Plan Draft Environmental Impact Report*, page 3.11-6, prepared for the City of Temecula, May 2016.



- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* **Determination: No Impact.**

No housing units would be displaced as a result of project construction. Existing residential land uses are present in the project vicinity. All project improvements would occur within the existing Pechanga Parkway roadway ROW, and as such, would not displace any existing housing units or require the construction of additional replacement housing units elsewhere. Therefore, no impact would occur in this regard.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* **Determination: No Impact.**

Refer to Impact 3.13(b), above. No residential units or residents would be displaced as a result of the project as proposed, and therefore, the project would not necessitate the construction of replacement housing elsewhere. No impact would occur in this regard.



3.14 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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14. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

1) *Fire protection? **Determination: Less than Significant Impact.***

The proposed project would not result in the construction of any aboveground structures and would not directly or indirectly induce significant population growth (refer to Impact 3.13(a), above). As a roadway improvement project, the proposed improvements would not result in the need for additional new or altered fire protection services and would not alter acceptable service ratios or response times. As a roadway improvement project, project implementation would not create new demand for the development of new or physically altered fire protection services or facilities. The project would result in a long-term benefit to fire service response times, as its implementation would improve the flow of traffic along Pechanga Parkway, thereby relieving traffic congestion and improving the movement of emergency vehicles. Therefore, a less than significant impact would occur.

2) *Police protection? **Determination: Less than Significant Impact.***

The proposed project would not directly or indirectly induce significant population growth, as identified in Impact 3.13(a) above. The project would not result in the need for additional new or altered police protection services and would not alter acceptable service ratios or response times. Further, project implementation would not create the need for the development of additional police facilities. The project would result in a long-term benefit to police service response times, as its implementation would improve the flow of traffic along Pechanga Parkway and ease traffic congestion. Therefore, impacts on police protection services with project implementation would be less than significant.



3) *Schools? **Determination: No Impact.***

As identified in Impact 3.13(a), above, the proposed project would not involve a land use that would directly or indirectly induce significant population growth. Therefore, the project would not generate additional school-aged students that would create new demand on local schools for educational services. No impact would occur in this regard.

4) *Parks? **Determination: No Impact.***

Due to the nature of the project, no new residents would be generated that would be likely to impact or create a need for additional local parks or other public facilities. No impact would occur in this regard.

5) *Other public facilities? **Determination: No Impact.***

Refer also to Impact 3.13(a), above. The proposed project would not induce significant population growth within the area, either directly or indirectly, and therefore would not create new demand for other public facilities (i.e., libraries). Therefore, the project would not create significant impacts on other public facilities. No impact would occur in this regard.



3.15 RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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15. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* **Determination: No Impact.**

Refer to Impact 3.14(a)(4), above. The proposed project consists of a roadway widening and associated improvements, and as such, its implementation would not induce area population growth or increase demand for or use of existing local or regional park facilities. For this reason, the project would have no impact on the local and regional parks system.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?* **Determination: No Impact.**

Refer to Impact 3.14(a)(4), above. As a roadway improvement project, the proposed project does not include construction of any recreational facilities, nor would it generate additional area population that would require the construction or expansion of recreational facilities. No impact would occur in this regard.



3.16 TRANSPORTATION/TRAFFIC

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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16. TRANSPORTATION/TRAFFIC – Would the project:

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) *Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? **Determination: Less than Significant Impact.***

The objective of the proposed project is to widen Pechanga Parkway from a four lane (110-foot width) facility to six lanes (134-foot width) generally between Via Gilberto and North Casino Drive in order to accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, improve roadway safety, and provide better access to regional transportation routes. Due to the expansion of the Pechanga Resort & Casino and continued residential development along Pechanga Parkway, the need for additional roadway capacity to meet existing and future needs was identified. Pechanga Parkway functions as a primary north-south arterial for the southern portion of the City of Temecula circulation network. In response to high traffic volumes, the proposed project would continue the 2009 Pechanga Parkway Phase II improvements which widened Pechanga Parkway to a six-lane facility from State



Route 79 South (Temecula Parkway) to Via Gilberto and a four-lane facility from Via Gilberto to Wolf Valley Road.

Although the project would be designed to accommodate additional traffic volumes, the proposed improvements would not directly generate new traffic or increase the number of vehicles along the roadway. Additionally, as the roadway widening would reduce congestion, the project would not conflict with (i.e. lower) an established measure of effectiveness for performance of the system (i.e. level of service), and instead would improve conditions along the roadway, allowing for improved traffic flows and circulation. For the reasons above, the project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the affected circulation system. Impacts would be less than significant.

- b) *Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways? **Determination: Less than Significant Impact.***

Refer to Impact 3.16(a), above. The Southern California Association of Governments (SCAG) implements its Regional Transportation Plan (RTP), which is a multi-modal, long-range planning document. The RTP identifies programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and financing. Each agency responsible for building and managing transportation facilities, including the City of Temecula, has implementation responsibilities under the RTP. The RTP relies on local plans and policies governing circulation and transportation to identify the region's future multi-modal transportation system.

Additionally, the County of Riverside, the Riverside County Transportation Commission (RCTC), and SCAG have undertaken the County Integrated Project (RCIP) which produced three interrelated plans: a Riverside County General Plan for land use and housing, a Multiple Species Habitat Conservation Plan (MSHCP) to determine open spaces and conservation areas, and the Community and Environmental Transportation Acceptability Process (CETAP), which identifies improvements for highways and transit systems.

The main goals of CETAP are to: 1) identify and set aside areas for major transportation facilities; 2) ensure that transportation infrastructure will be in place to foster the economic development of Riverside County; and, 3) provide access to schools, jobs, shopping and other daily activities. One major component of the CETAP is to identify a location for the Winchester to Temecula Corridor, which will involve widening of I-15 and I-215, as well as construction of French Valley Parkway, connecting the French Valley Future Growth Area to I-215 and providing an alternate freeway access point to Winchester Road. Other goals include providing expanded rail service and express bus service throughout Riverside County.

Further, urbanized areas such as Riverside County are required under State law to adopt a Congestion Management Program (CMP). The Riverside County CMP is updated every two years and includes goals aimed at reducing traffic congestion, improving air quality, and providing a coordination mechanism between land development and transportation improvement decisions. The CMP is administered by the RCTC. The CMP incorporates federal Congestion Management System (CMS) guidelines. The RCTC has also developed an Enhanced Traffic Monitoring System, in which real-time traffic count data can be accessed to evaluate the condition of the CMS, as well as meet other monitoring requirements at the State and federal levels. In support of the CMP, the City of Temecula is required to maintain minimum level of service (LOS) thresholds identified in



the General Plan and requires traffic impact analyses for development projects to evaluate potential impacts on the circulation system at a local and regional level.

Currently, Pechanga Parkway operates as a primary north-south arterial for the southern portion of the City of Temecula circulation network. In response to high traffic volumes, the proposed project would continue the 2009 Pechanga Parkway Phase II improvements which widened Pechanga Parkway from State Route 79 South (Temecula Parkway) to Wolf Valley Road. The objective of the proposed project is to widen Pechanga Parkway in order to accommodate existing and predicted traffic demands and uphold the City of Temecula General Plan goals to alleviate traffic congestion, improve roadway safety, and provide better access to regional transportation routes. Due to the expansion of the Pechanga Resort & Casino and continued residential development along Pechanga Parkway, the need for additional roadway capacity to meet existing and future needs has been identified.

Therefore, as a road widening project, the proposed improvements would contribute to reduced traffic congestion along Pechanga Parkway and would further the long-term transportation needs identified by the City to ensure circulation infrastructure can adequately meet demands and continue to provide efficient local and regional access.

As such, the project is not anticipated to conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways. Impacts would be less than significant.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?* **Determination: No Impact.**

As discussed in Impact 3.8(e), the proposed project is located approximately 7.5 miles to the southeast of the French Valley Airport and is not located within the Compatibility Zones identified in the Riverside County Airport Land Use Compatibility Plan. Additionally, the project proposes roadway widening and associated improvements (i.e. street lighting) that would in no way result in a change to air traffic patterns. Therefore, no impact would occur.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* **Determination: No Impact.**

Refer to Impact 3.16(a), above. The proposed project would result in the widening of existing Pechanga Parkway and is intended to accommodate existing and predicted traffic demands, reduce traffic congestion, and improve safety on the roadway. The affected segment of the roadway does not presently support any curves, and no such elements are proposed with the project. No new land uses are proposed along the corridor, and no existing land uses would be disturbed, as all work would occur within the roadway ROW. As such, the project would not substantially increase hazards due to a design feature or incompatible use. No impact would occur.

- e) *Result in inadequate emergency access?* **Determination: Less than Significant Impact.**

Refer to Impacts 3.16(a) and (b), above. The project would affect an approximately 3,500-foot long segment of the roadway, and therefore, temporary construction activities would have the potential to interfere with emergency access to adjacent properties (i.e. residential uses and the casino). The project is subject to City review to ensure that the project as designed does not temporarily or permanently interfere with the provision of emergency access or with evacuation routes. Additionally, a Traffic Control Plan (TCP) would be prepared by the City, prior to project construction, to ensure that project construction activities do not substantially restrict traffic



flows on area roadways and that emergency access and public safety are maintained at all times during all phases of project construction. Traffic control during project construction shall occur in accordance with the California Manual on Uniform Traffic Control Devices (California Manual on Uniform Traffic Control Devices), and/or the American Public Works Association (APWA) Work Area Traffic Control Handbook. All traffic control measures shall be in place prior to the commencement of any work.

Additionally, over the long-term, the proposed roadway widening is aimed at alleviating traffic congestion along Pechanga Parkway and furthering the long-term transportation needs identified by the City of Temecula General Plan. The roadway improvements would also contribute to enhanced emergency access along Pechanga Parkway by improving traffic circulation and safety along Pechanga Parkway.

With implementation of the TCP, and conformance with City standards regarding the provision of emergency access, project construction and operation would not result in inadequate emergency access. Impacts would be less than significant.

- f) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?* **Determination: Less than Significant Impact.**

Project construction along Pechanga Parkway may temporarily restrict access to or use of existing area sidewalks, bus stops, and/or bike lanes within the project vicinity. As indicated above, a TCP would be prepared and implemented to ensure that such elements are not substantially affected and that alternative means are provided during the project construction. As construction would be short-term and temporary, combined with implementation of a TCP, project construction would not conflict with adopted policies, plans, or programs supporting alternative transportation. Impacts would be less than significant.

Additionally, as stated above, Pechanga Parkway functions as a primary north-south arterial and experiences high traffic volumes. Consistent with prior improvements made to the segment of Pechanga Parkway from State Route 79 South (Temecula Parkway) to Wolf Valley Road, the proposed project would provide sidewalks along each side of the roadway within the project boundary to enhance and encourage pedestrian movement and access. The construction of bike lanes is not required as part of the City's roadway design standards for arterial roadways, and no bike lanes are therefore proposed.



3.17 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. TRIBAL CULTURAL RESOURCES – Would the project:

Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?, or | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Would the project:

- a) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?* **Determination: Less than Significant Impact with Mitigation Incorporated.**

California State Assembly Bill No. 52 (AB 52) amended CEQA by creating a new category of cultural resources, tribal cultural resources, and requires consultation with Native American Tribes. Governor Brown signed AB 52 on Sept 25, 2014, and the Bill became effective July 1, 2015. Pursuant to AB 52, lead agencies are required to consult with Native American tribes who request consultation for projects located within their traditional territory. AB 52 consultation is required for projects that have a Notice of Preparation, Notice of Negative Declaration, or Notice of Mitigated Negative Declaration on or after July 1, 2015. AB 52 consultation is ongoing throughout the processing of a project until mutual agreement can be reached. Consultation is considered concluded when: (1) all parties are in agreement; (2) acting in good faith and after reasonable effort, mutual agreement cannot be reached; or, (3) tribes are non-responsive.

The City has conducted consultation with five area Native American Tribes and other area tribal offices/departments (refer to Appendix C, City of Temecula AB 52 Notification to Tribes). Only the Pechanga Band of Luiseño Indians indicated that known tribal cultural resources are within the project area of potential effect for the proposed project. The Pechanga Band of Luiseño Indians



(‘Ataaxum) has indicated that the Project site is encompassed within the Tribe’s aboriginal territory.

To ensure that no unknown tribal resources associated with the traditional cultural landscape are adversely affected, including those associated with the Pechanga Band of Luiseño Indians, Mitigation Measure CR-1 through CR-7 is proposed to require monitoring by a qualified archaeologist. Additionally, Mitigation Measure CR-1 through CR-7 will require that a representative from the Pechanga Tribe monitor all ground-disturbing activities that involve trenching for utility installation and earthmoving activities for water quality basins, initial site grading, and fill of imported soil onto the site. If inadvertent human remains are uncovered during earthwork activities, Mitigation Measure CR-9 requires that construction activities be halted in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified, and the remains have been investigated. If the remains are determined to be Native American in origin, the applicable state law process shall be followed. The proposed mitigation measures would ensure that any tribal resources discovered are properly evaluated for significance and avoided and/or otherwise preserved, as appropriate, in perpetuity. With the proposed mitigation, impacts would be reduced to less than significant.

MITIGATION MEASURES

- CR-1 Refer to Impact 3.5(a), above.
- CR-2 Refer to Impact 3.5(a), above.
- CR-3 Refer to Impact 3.5(a), above.
- CR-4 Refer to Impact 3.5(a), above.
- CR-5 Refer to Impact 3.5(a), above.
- CR-6 Refer to Impact 3.5(a), above.
- CR-7 Refer to Impact 3.5(a), above.
- CR-9 Refer to Impact 3.5(d), above.

- b. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. **Determination: Less than Significant Impact with Mitigation Incorporated.***

The construction activities proposed under the project have the potential to result in a significant impact to tribal cultural resources. The Pechanga Band of Luiseño Indians has shown that the project site is located adjacent to a Traditional Cultural Property known as the Luiseño Ancestral Origin Landscape. This resource is listed in the NRHP and California Register of Historic Places. Potential impacts within the boundaries of this Traditional Cultural Property could cause a substantial adverse change of a tribal cultural resource as defined in Public Resources Code section 21074. As the Pechanga Tribe has identified a Traditional Cultural Resource near the project site, Mitigation Measures CR-1 through CR-7 are proposed. Mitigation Measures CR-1 through CR-7 require the presence of an archaeological monitor and Pechanga Tribal monitor



during all project-related ground disturbance activities. With implementation of Mitigation Measure CR-1 through CR-7, the project's potential impacts to the Luiseño Ancestral Origin Landscape and tribal cultural resources would be less than significant.

MITIGATION MEASURES

- CR-1** Refer to Impact 3.5(a), above.
- CR-2** Refer to Impact 3.5(a), above.
- CR-3** Refer to Impact 3.5(a), above.
- CR-4** Refer to Impact 3.5(a), above.
- CR-5** Refer to Impact 3.5(a), above.
- CR-6** Refer to Impact 3.5(a), above.
- CR-7** Refer to Impact 3.5(a), above.
- CR-9** Refer to Impact 3.5(d), above.



3.18 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?* **Determination: No Impact.**

Surface runoff from the project is also addressed in Impacts 3.9(a), 3.9(c), 3.9(e), and 3.9(f) in Section 3.9, Hydrology and Water Quality, of this Initial Study. The roadway improvements proposed under the project would not result in the production of wastewater, and therefore, no wastewater treatment would be required with project construction or operation. No impact would occur in this regard.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* **Determination: No Impact.**

Water for the landscaped medians proposed along the affected segment of Pechanga Parkway would continue to be provided by Rancho California Water District (RCWD) and would be served by direct connection to existing recycled water lines. Wastewater services for the project area are currently provided by the Eastern Municipal Water District (EMWD). Due to the nature of the roadway improvements, project implementation would not increase wastewater production or



require the construction of new water or wastewater treatment facilities or expansion of existing facilities. No impact would occur in this regard.

- c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Determination: Less than Significant Impact.***

Refer to Impact 3.17(a), above. In addition to the widening of Pechanga Parkway from four lanes to six lanes and related circulation improvements (relocation of street lights and traffic signals, median curb and landscaping, etc.), the project also includes curb, gutter, sound wall, sidewalk, landscaping, and storm drain improvements. Additionally, the flood control facilities that run parallel to Pechanga Parkway would require modification to accommodate the widened roadway. As the roadway widening would result in an increase in impervious surface area, thereby potentially increasing stormwater runoff, the proposed stormwater drainage improvements are intended to ensure that stormwater runoff from the affected roadway can be adequately handled and to improve the ability of the City's existing system to adequately accommodate runoff from surrounding properties. All storm drain improvements would occur within the roadway ROW which is highly disturbed, due to prior development activities. Any significant environmental effects resulting with the proposed storm drain improvements as part of the roadway widening project (i.e. to biological or cultural resources, etc.) are evaluated herein in this Initial Study and mitigated for as appropriate to reduce potential project effects to less than significant. As such, although the project would result in construction of new stormwater drainage facilities, construction itself would not directly cause a significant environmental effect. Impacts would be less than significant.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Determination: No Impact.***

Refer to Impact 3.17(b), above. As a roadway widening project, the proposed improvements would not substantially increase demand on existing water (or recycled water) service facilities. The project would not result in development of a land use that would require the provision or expansion of water service. Although minimal, water may be used for dust suppression purposes during project construction; however, sufficient water supplies are available to serve such purposes from existing entitlements and resources. New or expanded water treatment facilities would not be required to serve the project site, nor would the project adversely affect the ability of the EMWD to provide adequate wastewater services. No impact would occur in this regard.

- e) *Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **Determination: No Impact.***

Refer to Impact 3.17(b), above. As a roadway widening project, the proposed improvements would not increase demand on existing wastewater treatment facilities. The project would not result in development of a land use that would require the provision or expansion of wastewater treatment facilities to serve the project site, or that would affect the ability of the EMWD to provide adequate wastewater services. No impact would occur in this regard.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **Determination: Less than Significant Impact.***

Project construction may require some demolition/excavation of existing materials and soils, which would necessitate solid waste hauling. All excavation and construction debris would be required to demonstrate compliance with all federal, State, and local statutes and regulations



related to solid waste, including the 50 percent diversion of solid waste requirement pursuant to the California Integrated Waste Management Act of 1989 (AB 939).

Pursuant to AB 939, the City has prepared a Source Reduction and Recycling Element (SRRE) and implements the Element to ensure that the City's solid waste reduction goals continue to be met. The proposed roadway widening project would be required to comply with such goals stipulated under the City's SRRE for diverting solid waste, as applicable. Project construction would also be subject to the solid waste disposal goals and policies identified under the General Plan Growth Management/Public Facilities Element. Project conformance with AB 939, along with the City's SRRE and City General Plan goals and policies, would ensure project compliance with the statutes and regulations in place relative to solid waste disposal. A less than significant impact would occur in this regard.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste?*
Determination: Less than Significant Impact.

Refer to Response 3.17(f), above. The project would be required to comply with City's adopted construction and solid waste disposal programs and applicable federal, State, and local regulations pertaining to solid waste. Therefore, a less than significant impact would occur.



3.19 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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18. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?* **Determination: Less than Significant with Mitigation Incorporated.**

The project's potential impacts to wildlife would be reduced to a less than significant level through the proposed mitigation measures; refer to [Section 3.4, Biological Resources](#). Similarly, potential impacts to cultural resources, particularly unknown buried resources, would be reduced to less than significant levels through compliance with the proposed mitigation measures; refer to [Section 3.5, Cultural Resources](#). As such, potential impacts as noted above would be mitigated through implementing standard City-approved measures and the recommended mitigation measures.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable?* **Determination: Less than Significant Impact.**

The proposed project would not have impacts that are individually limited, but cumulatively considerable. Given the project's relatively small scale, the disturbed nature of the project site (existing roadway ROW), the temporary nature of required construction activities, and the mitigatable long-term operational impacts, project-related cumulative impacts are not considered significant, and no mitigation measures are required.



- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? **Determination: Less than Significant with Mitigation Incorporated.***

The proposed project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, following implementation of the recommended mitigation measures for aesthetics, biological and cultural resources, geology and soils, hydrology and water quality, and noise. Construction and operational activities are anticipated to have some minor impacts, all of which have been mitigated where appropriate. All potential long-term impacts would be reduced to less than significant levels through implementation of required mitigation measures, as described in the impact discussions in Sections 3.1 to 3.17, above.



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4.0 REFERENCES

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4.3 INVENTORY OF MITIGATION MEASURES

Aesthetics

- AES-1** Prior to construction, the City shall define the temporary construction equipment staging areas to be used within the project site. Materials, heavy-duty equipment, and debris piles shall be clustered in order to minimize visual impacts during construction.

Biological Resources

- BIO-1** Within seven days prior to commencement of any ground-disturbing activities (e.g., clearing, grubbing, demolition, earthmoving, construction), burrowing owl (*Athene cunicularia*) surveys shall be conducted by a qualified biologist per the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1997) and the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife [CDFW]; March 7, 2012), as follows:

- During the burrowing owl (BUOW) breeding season (February 1 through August 31), protocol surveys for active nest burrows shall be performed within potentially suitable habitat (as determined by the biologist) inside and up to 500 feet from the demarcated disturbance limits. A non-disturbance buffer of 250 feet shall be delineated by the biologist around active nests, in consultation with CDFW, and no disturbance activities shall occur within the buffer(s) until the BUOW breeding season is over.
- During the non-breeding season for BUOW (September 1 through January 31), protocol surveys for resident BUOWs shall be performed within potentially suitable habitat (as determined by the biologist) inside and up to 500 feet from the demarcated disturbance limits. A passive relocation program may be implemented for observed BUOWs using occupied burrows pursuant to CDFW approval. The relocation of resident BUOWs shall be according to a relocation plan prepared by the biologist in consultation with and approved by CDFW. This plan shall provide for BUOW relocations to nearby suitable conserved lands possessing available nesting habitat and appropriate development-free buffers that are protected in perpetuity via conservation easements or other land preservation mechanisms.
- The pedestrian protocol surveys shall include two early morning surveys between one hour before and two hours after sunrise, and two evening surveys between two hours before and one hour after sunset, via transects spaced to allow 100% visual coverage of the ground surface. The distance between transect center lines shall average approximately 100 feet, and may be reduced in places to account for differences in terrain, vegetation density, and ground surface visibility.

BIO-2

1. Within seven days prior to commencement of grading/construction activities, a qualified biologist shall perform a pre-construction survey within 500 feet from the proposed work limits.
2. If active avian nest(s) are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s) measuring 300 feet for



- passerines and 500 feet for raptors. A qualified biologist shall monitor the nest(s) weekly after commencement of grading/construction to ensure that nesting behavior is not adversely affected by such activities.
3. If the qualified biologist determines that nesting behavior is adversely affected by grading/construction activities, then a noise mitigation program shall be implemented in consultation with CDFW, to allow such activities to proceed. Once the young have fledged and left the nest(s), then grading/construction activities may proceed within 300 feet (500 feet for raptor species) of the fledged nest(s).
 4. Raptor nests are protected under Section 3503.5 of the California Fish and Game Code (California Law 2011) which makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes; or, to take, possess, or destroy the nests or eggs of any such birds. Consultation with CDFW shall be required prior to the removal of any raptor nest(s) observed during the preconstruction clearance surveys.

Cultural Resources

- CR-1** A professional archaeological monitor shall be present to monitor all ground-disturbing activities associated with the project. The archaeological monitor shall work under the direct supervision of a Cultural Resource Professional that meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (U.S. Department of Interior, 2012) and as approved by the City of Temecula to provide archaeological expertise in carrying out all mitigation measures related to archaeological resources (Mitigation Measures CR-2, CR-3 and CR-5).
- CR-2** The qualified archeologist, or an archaeologist working under the direction of the qualified archaeologist, along with a representative designated by the Pechanga Tribe, shall conduct a pre-construction cultural resources worker sensitivity training to inform construction personnel of the types of cultural resources that may be encountered, and to bring awareness to personnel of actions to be taken in the event of a cultural resources discovery. The City shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.
- CR-3** Prior to the start of ground-disturbing activities, the qualified archaeologist shall designate an archaeological monitor to observe ground-disturbing activities, including but not limited to, brush clearance and grubbing, grading, trenching, excavation, and the construction of fencing and access roads, in consultation with the Pechanga tribal monitor. If ground-disturbing activities occur simultaneously in two or more areas located more than 500 feet apart, additional archaeological monitors may be required. The archaeological monitor shall keep daily logs. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring activities, which shall be submitted to the City, Pechanga Tribe, and to the EIC at the University of California, Riverside.
- CR-4** At least 30 days prior to the start of any ground disturbing activity, the City shall contact the Pechanga Tribe of grading, excavation and the monitoring program, and to coordinate with the Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement (Agreement). The Agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of



Pechanga Tribal monitors during grading, excavation and all ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

The Pechanga Tribal monitor shall monitor observe ground-disturbing activities, including but not limited to, brush clearance and grubbing, grading, trenching, excavation, and the construction of fencing and access roads, in consultation with the archaeological monitor. If ground-disturbing activities occur simultaneously in two or more areas located more than 500 feet apart, additional archaeological monitors may be required. The Pechanga tribal monitor shall keep daily logs. If ground-disturbing activities occur simultaneously in two or more locations, additional Pechanga tribal monitors may be required.

- CR-5** If inadvertent discoveries of subsurface archaeological/cultural resources are made during ground-disturbing activities, the applicant, the qualified archaeologist, and the Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to PRC Section 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. PRC Section 21084.3 further requires that agencies shall avoid damaging effects to tribal cultural resources, if feasible. If the City, the qualified archaeologist, and the Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City Planning Director for decision. The City Planning Director shall make the determination based on the provisions of the CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.
- CR-6** The City shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are recovered as a result of project implementation to the Pechanga Tribe for proper treatment and disposition as outlined in the Agreement (Mitigation Measure CUL-4).
- CR-7** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.
- CR-8** Prior to Grading Permit issuance and in accordance with the *City of Temecula General Plan* Implementation Measure OS-26, *Development Review Process*, the City shall retain a qualified paleontologist to observe grading and deep excavation activities in areas where the probable presence of paleontological resources is identified.

In the event that paleontological resources are inadvertently discovered during ground disturbing activities, the qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If the fossil or fossil-bearing deposit are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by the qualified paleontologist (in accordance with Society of Vertebrate Paleontology standards, Society of Vertebrate Paleontology, 1995). The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines



that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project on the qualities that make the resource significant (Paleontological Resources Mitigation Program). The Paleontological Resources Mitigation Program shall be submitted to the City for review and approval, prior to the resumption of grading activities at the location of the find.

- CR-9** Consistent with State CEQA Guidelines Section 15064.5, Subdivision (e), in the event of an accidental discovery or recognition of any human remains, the County Coroner shall be notified and construction activities at the affected work site shall be halted. Further, pursuant to PRC Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall immediately notify the most likely descendant(s) under Public Resources Code Section 5097.98, and the descendants must make recommendations or state their preference for treatment within 48 hours of being granted access to the site as identified in Agreement described in Mitigation Measure CR-4.

Geology and Soils

- GEO-1** Prior to commencement of any project grading activities, and in accordance with National Pollutant Discharge Elimination System (NPDES) requirements, the City of Temecula shall prepare a stormwater pollution prevention plan (SWPPP) for approval by the City's Public Works Department. The SWPPP shall include relevant best management practices (BMPs) in order to minimize soil erosion and water quality impacts during project construction.

Hydrology and Water Quality

- GEO-1** Refer to Geology, above.

Noise

- NOI-1** Prior to initiation of construction, the City of Temecula shall ensure that the following measures are incorporated into construction contract documents:
- All construction equipment, fixed, or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.
 - A construction notice shall be mailed to residents within a 150-foot radius of the project and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
 - All construction, maintenance, or demolition activities associated with the proposed project shall be limited to the hours between 7:00 AM and 6:30 PM Mondays – Saturdays. All construction on Sundays and National holidays shall be prohibited.
 - Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.).



- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction equipment staging areas shall be located away from adjacent sensitive receptors.

Tribal Cultural Resources

CR-1	Refer to Impact 3.5(a), above.
CR-2	Refer to Impact 3.5(a), above.
CR-3	Refer to Impact 3.5(a), above.
CR-4	Refer to Impact 3.5(a), above.
CR-5	Refer to Impact 3.5(a), above.
CR-6	Refer to Impact 3.5(a), above.
CR-7	Refer to Impact 3.5(a), above.
CR-9	Refer to Impact 3.5(d), above.



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5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Mitigated Negative Declaration, we recommend that the City of Temecula prepare a Mitigated Negative Declaration for the Pechanga Parkway Widening Project. Refer to Section 6.0, Lead Agency Determination.

A handwritten signature in blue ink, appearing to read "D. Edgington", is written over a horizontal line.

Darren Edgington, CEP-IT, LEED AP
Associate/Environmental Specialist
Michael Baker International

May 16, 2017

Date



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6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 5.0 have been added. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐

I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐

Signature

William Becerra/Associate Engineer

Printed Name/Title

City of Temecula

Agency

Date



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